Special Report

October 27, 1958

RAILWAY AGE *weekly*

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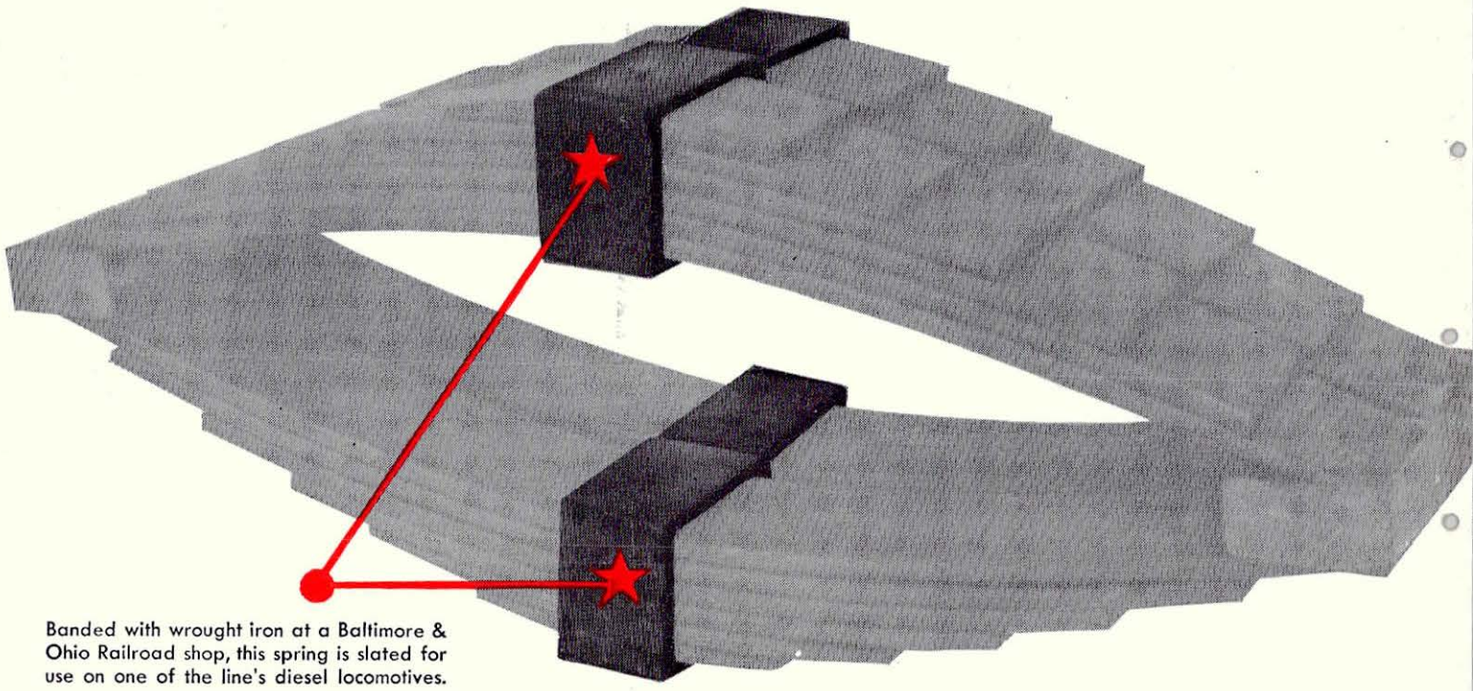

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Wrought Iron spring bands resist compression and snap-back

Wrought iron performs one of the most punishing tasks you can ask of a metal for a railroad application . . . holding the leaves of elliptical springs in a group.

Spring compression and snap-back cause impact stresses which would take a terrific toll on ordinary metals. But not on wrought iron. The tough hickory-like structure of this material puts the handcuffs on such punishment . . . assures longer life.

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Note: Now from Byers Research—there's an even better wrought iron for resistance to shock and vibration, as well as corrosion control in railroad applications. New *4-D Wrought Iron* is readily available in tubular and hot rolled forms for your design and replacement considerations. Contact the Byers representative near you. Write for new 4-D Wrought Iron literature. A. M. Byers Company, Clark Building, Pittsburgh 22, Pennsylvania.

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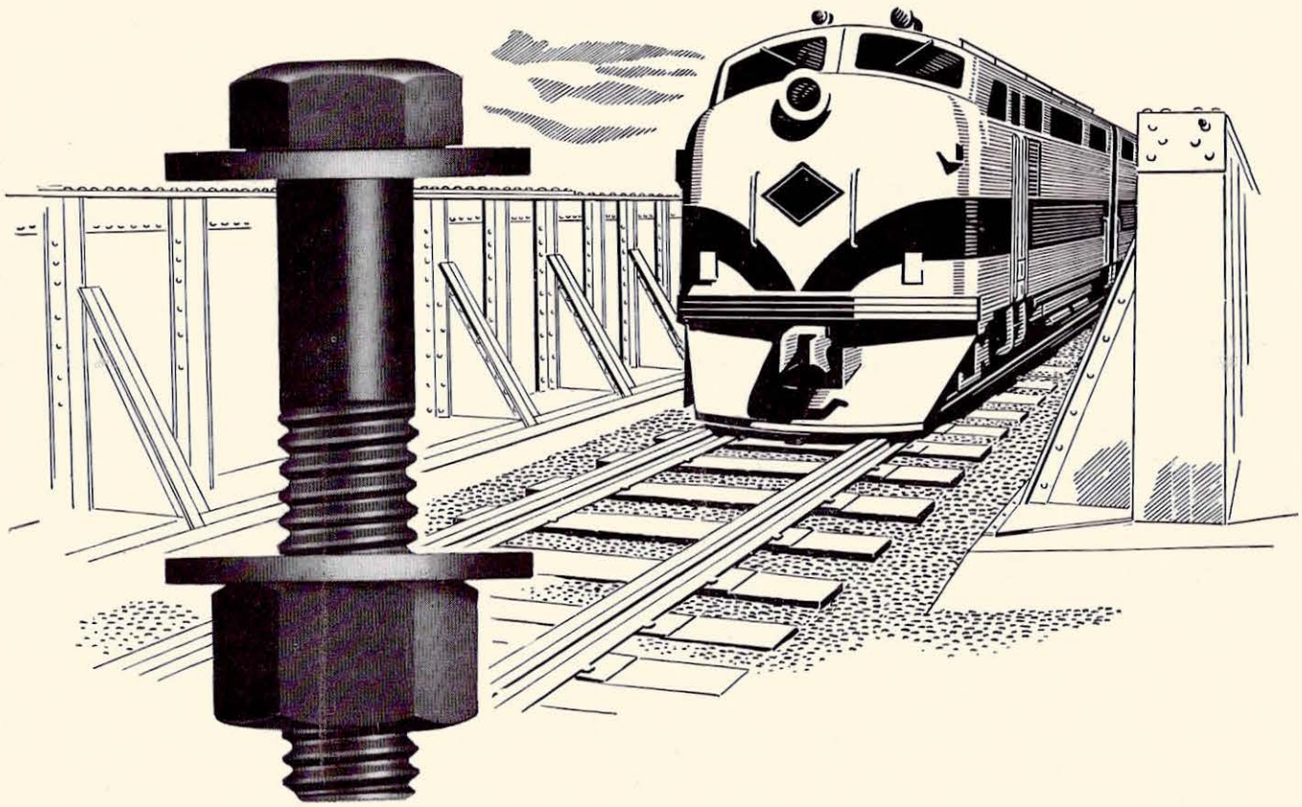

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And they're easy to install, too. The bolts are used with two hardened washers, to permit the development of maximum clamping force. The nut is driven up on the bolt to predetermined tension by means of a pneumatic impact wrench, an operation which takes just a few seconds. Tightening of the nut can also be done with a hand spanner.

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BETTER CAR UTILIZATION. VELAC System—Union Switch & Signal's completely automatic classification yard system—speeds cars through classification far faster than ever before. It gets valuable freight cars out on the road where they make money for you. It drastically reduces the amount of time a car must wait to be made up into a revenue-producing train.

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LESS MAINTENANCE. Easier handling of cars cuts wear and tear on *cars* too . . . reduces the need for car maintenance . . . keeps them rolling longer, as well as more often. Equipment that is part of the VELAC System, of course, is built by Union Switch & Signal to perform in the rugged and reliable way that all railroad equipment must perform . . . to stay on the job with a very minimum of maintenance.

PAYS FOR ITSELF, THEN PAYS YOU. All these benefits of a VELAC Automatic Classification Yard System help to save you money. The system actually pays for itself in a few years out of these cost savings. And then it continues to save you money . . . and brings in more business because it helps you speed deliveries.

NOW IS THE TIME! Now that financing is available for railroad modernization through The Transportation Act of 1958, you can no longer afford to wait. You need the VELAC System now; you need the money it can save you; you need the extra business it will permit you to solicit and *get!* Get the full story from any Union Switch & Signal Representative.

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RAILWAY AGE *weekly* October 27, 1958 • Vol. 145, No. 17

Week at a Glance

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RRs fight for full crew repeal ..... p. 9

Fourteen states now have laws fixing minimum crews for trains. In Arkansas, voters will have the opportunity Nov. 4 to return this prerogative to railroad management. If the law is upset, Arkansas railroads will be able to take the third brakeman off freight trains, save $3,000,000 a year.

Passenger trains to stay—Loomis p.80

The railroads don't want to quit the passenger business, and don't expect to, AAR chief tells New York businessmen. His own prediction: railroad passenger service will recover—and may even expand.

In Philadelphia: Trains vs. autos p.82

By paying the out-of-pocket costs arising from extra railroad service and lower fares, the city hopes to attract more commuters to the rails, unclog city streets. If successful, the subsidy, now on an experimental basis, may be extended.

Bi-levels slash maintenance costs p.72

C&NW's new cars will pay for themselves quickly, can be converted to commuter service if—as Chairman Heineman fears—through business is dying.

Special Report:

Tomorrow's Railroad

It is here today — in pieces p.20

It will take your freight coast to coast in 72 hours..... p.22

It will by-pass many yards—electronics will speed it through others p.24

Trains will run swiftly and smoothly—guided by fingertip traffic control systems p.26

Superb train performance will be based on superb components p.28

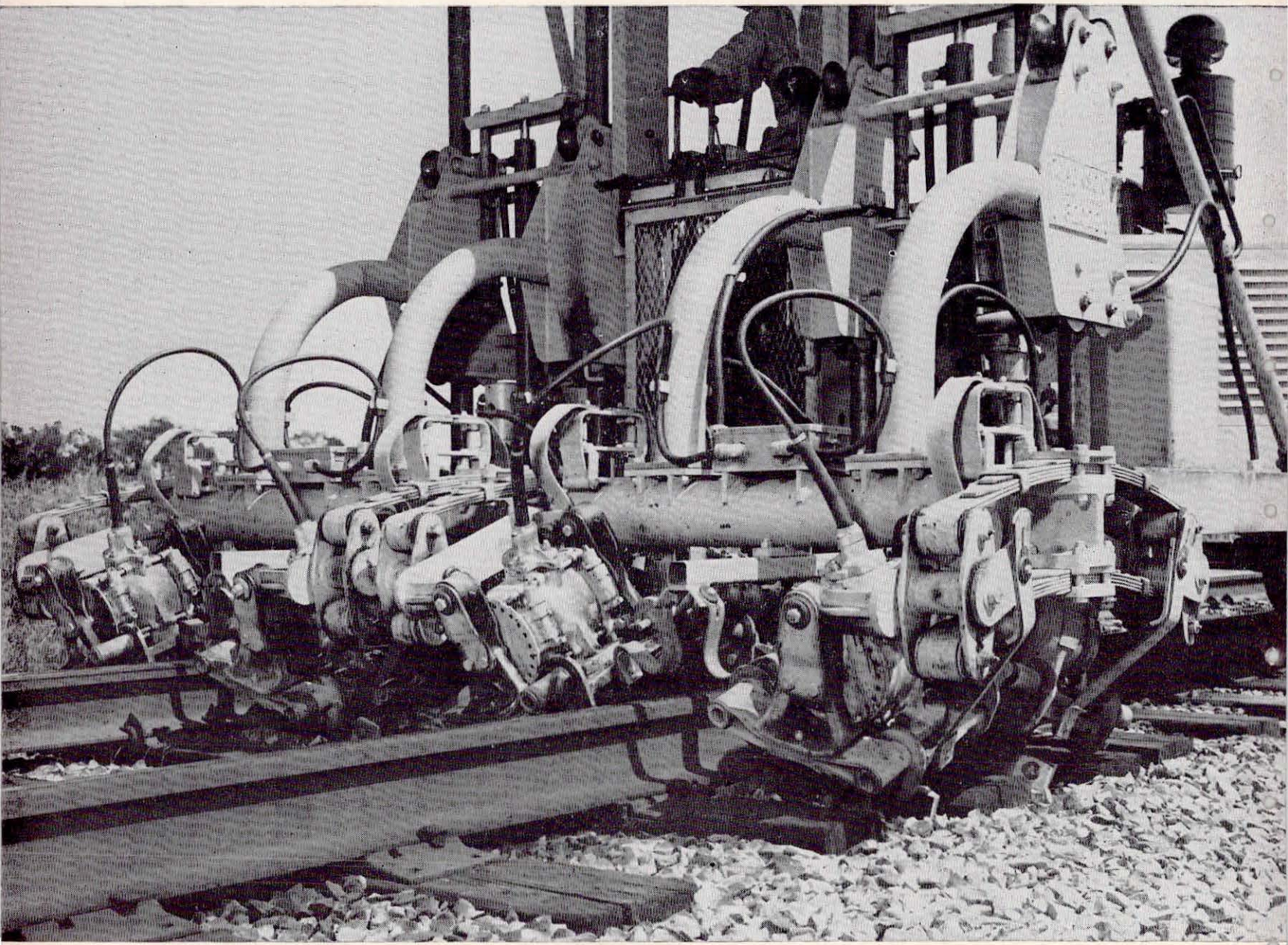
Trains will roll over smooth and perfect track built and maintained by ingenious machines p.30

Communications, yards, men, computers will be all interlaced into one nervous system p.40

Opportunities for tomorrow's railroad are exciting and challenging p.42

The Action Page: 'Tomorrow's railroad'—How soon?..... p.86

For 1959 The **CHAMP** *hits even harder!*



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already judged by the vast majority of Track Chiefs to be the most efficient machine of its type, enters the 1959 spotlight with much more powerful motors operated by a single-generator, simplified power plant with more than ample capacity. Its greatly increased vibratory energy dominantly extends this machine's matchless uniformity of ballast consolidation and supreme versatility over the entire range of production tamping. Fewer insertions per tie are required with proportionate gains in hourly footage. Maximum ballast consolidation right under the rail is constantly maintained.

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Week at a Glance CONT.

Current Statistics

Operating revenues, eight months	
1958	$6,163,751,500
1957	7,046,516,187
Operating expenses, eight months	
1958	4,982,860,039
1957	5,514,763,914
Taxes, eight months	
1958	589,740,658
1957	736,630,251
Net railway operating income, eight months	
1958	392,812,871
1957	615,496,115
Net income estimated eight months	
1958	278,000,000
1957	475,000,000
Average price 20 railroad stocks	
Oct. 21, 1958	96.19
Oct. 22, 1957	69.20
Carloadings revenue freight	
Forty-one wks., 1958	23,515,375
Forty-one wks., 1957	28,625,405
Average daily freight car surplus	
Wk. ended Oct. 18, 1958	17,836
Wk. ended Oct. 19, 1957	12,830
Average daily freight car shortage	
Wk. ended Oct. 18, 1958	7,495
Wk. ended Oct. 19, 1957	1,239
Freight cars on order	
October 1, 1958	24,982
October 1, 1957	71,981
Freight cars delivered	
Nine months, 1958	34,664
Nine months, 1957	76,344

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POSTMASTER—SEND FORM 3579 to EMMETT ST., BRISTOL, CONN.

Short and Significant

Coach tickets will be honored . . .

in Touralux sleeping cars on the Milwaukee's "Olympian Hiawatha" between Chicago and Seattle-Tacoma. The section-type cars are now available for occupancy only to passengers holding intermediate class tickets. Milwaukee is hoping for short-notice ICC approval in order to put the plan into effect by Nov. 1 or shortly thereafter. Potential savings to passengers, on a Chicago-Seattle round trip with coach tickets and Touralux space: $51.20 under the cost of first class ticket and equivalent standard sleeping class space.

November 1's wage increases . . .

will amount to eight cents per hour and add about $165,000,000 to the railroads' annual wage bill. Seven cents will be an increment due under currently-effective working agreements and the other cent is called for by escalator clauses of those agreements. The latter are tied to the Bureau of Labor Statistics' cost-of-living index, and provide for adjustments every six months.

The proposal for an LP gas pipeline . . .

along Katy and New York Central right-of-way seems to have taken a big step forward. (RA, May 19, p. 7, Oct. 28, 1957, p. 14.) The Katy is at work getting letters of intent from potential shippers.

The Pennsylvania's dividend record . . .

has been kept intact. PRR directors last week declared a 25-cent dividend, payable Dec. 8 to stockholders of record Nov. 3. The road has paid a cash dividend every year since May 1848.

Turbines and diesels in multiple . . .

is Union Pacific's latest experiment in high-horsepower motive power. Turbine No. 61 has been coupled to two TP-9's. Two other 4,500-hp turbines—"Christine" and "Dagmar"—are running coupled back-to-back in multiple. Meantime, UP continues to receive its 7,000-hp turbines from G-E. Three are now in service.

Rejection of the Metropolitan Rapid Transit Commission bill . . .

when it comes before the N. J. Assembly has been urged by the Inter-Municipal Group for Better Rail Service, representing officials of 17 northern New Jersey municipalities. The group supports a substitute bill requiring the Port of New York Authority to integrate rail rapid transit with other forms.

Multi-carrier commodity statistics . . .

for 1957 have now been summarized by the ICC's Bureau of Transport Economics and Statistics. They show that Class I intercity truckers (common and contract) last year originated 9,400,000 truckload shipments. These totaled 146 million tons and produced $1,575,000,000 in gross freight revenue.

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UNI PAK **JOURNAL LUBRICATORS**

RRs Fight for Full Crew Repeal

Arkansas voters will have a chance Nov. 4 to knock the 'law-man'—the third brakeman—off freight trains operating in the state. The full crew statute, the railroads say, costs them about $3,000,000 per year.

Arkansas railroads are going all-out to eliminate what they view as a wholly unnecessary $3,000,000 annual expense. Against bitter union opposition, the carriers have declared war on the state's 51-year-old full crew law.

Right now, both sides are waging vigorous campaigns for public support. The issue will be decided Nov. 4, when Arkansas voters ballot on a proposal for an initiated act to repeal the full crew statute. If a majority of votes is cast in favor of the proposal—Initiated Act No. 1 on the ballot—the full crew law is dead. No legislative action will be required.

Repeal in Arkansas shapes up as the most significant issue of the 1958 election season, so far as the railroad industry is concerned. Some 14 states still make crew size a matter of legislation. A victory in Arkansas (repealing what the carriers consider an obsolete law) could give impetus to repeal drives in other full crew states. The full crew list: Arkansas, Indiana, Maine, Massachusetts, Mississippi, Nebraska, Nevada, New York, North Dakota, Ohio, Oregon, Texas, Washington and Wisconsin.

Railroad unions in Arkansas jumped to the defense of the full crew early this month. They've formed an "Arkansas Committee for Railroad Safety," which includes representation from the Engineers, Firemen, Conductors, Trainmen, Switchmen, Clerks and M/W employees.

The railroads are keying their own campaign to an intensive drive during the two weeks preceding election day. They're using all available media—advertisements in all daily and weekly newspapers, radio and TV spot announcements, direct mail, ads on some 250 billboards, automobile bumper tags. An "Arkansas Committee Against Featherbedding" is spearheading the campaign. Major railroads involved in the fight: Missouri Pacific, Frisco, Cotton Belt, Rock Island and Kansas City Southern.

If the voters back the railroads, Arkansas' "law-men" will be no more (law-men: the third brakeman required, by law, on freight trains of 25 cars or more, operating over 50 miles or more).

Application of the law, according to the railroads, has given rise to situations like these:

- A third brakeman boards a train at Malden, Mo., near the Arkansas border. He rides just 46 miles into Arkansas, leaves the train at Paragould—and gets $17.26 for a tour of duty lasting about 90 minutes.
- Another $17.26 goes to the third man who boards a train at Van Buren, Ark., and rides to Greenwood Junction, Okla.—a distance of but six miles.
- Extra brakemen on the Poplar Bluff, Ark.,-to-Texarkana, Tex., run cost the railroad $56.10. One man gets $30.90 for the four-hour, 179-mile run from Poplar Bluff to North Little Rock. A second "law-man" gets $25.20 for taking the train on into Texarkana, a distance of 146 miles.

What does this third-brakeman operation cost the railroads overall? Missouri Pacific alone estimates its cost at more than $1,000,000. Statewide, the tab has been set at approximately $3,000,000 a year.

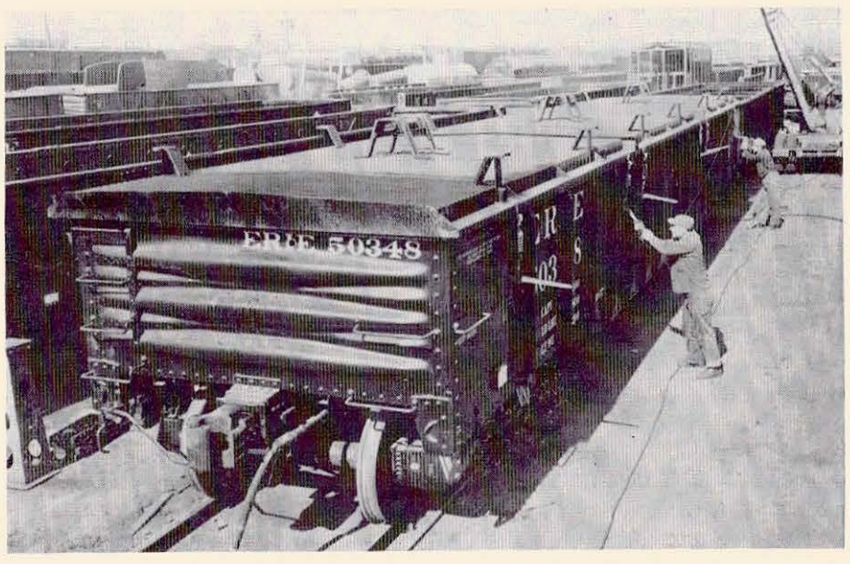
As far as the carriers are concerned, make-work is the only issue involved in the battle over Proposition No. 1—"safety is not involved . . . neither is politics."

"Since no state has passed a full crew law in 43 years, and other states have repealed similar laws," the committee declared, "it's obvious that the Arkansas statute has long been outmoded and unnecessary. Statistics and investigations will prove casualties to trainmen are in no way related to the number of men in the crew . . . and the safety record in states with five-man crews is as good as in Arkansas with its mandatory six-man crews."

The unions contend that the third brakeman is needed for safety reasons.

The anti-featherbedding committee is also making a strong economic pitch in urging repeal of the full crew. It's directed both at railroad employees and at the general public.

"Because of the present recession," the committee said, "the railroads have had to furlough many employees, thus reducing services and maintenance (of track



New Development: A 'Flat-Top' for Gondolas

Republic Steel's Berger Division has developed a three-section corrugated steel cover to give all-weather protection to freight carried in gondola cars. The covers fit any standard-width gondola, in lengths from 40 to 52 ft. The center section is equipped with a "lip" at either end to overlap the adjoining pieces and provide a tight seal. Lying flat across the bulb channels of the car, they are secured by special heavy-duty load binders, four to a cover section.

and roadbed, rolling stock and power). We feel it is grossly unfair to curtail employment in these fields and yet be obliged to pay a third brakeman who contributes nothing to the safety or operation of the train."

How does this added expense affect the general economy? The committee put it this way:

"These costs of 'featherbedding' filter through the whole structure of our economy—through production, processing, manufacturing, wholesaling and retailing —until they finally become a sizeable part of today's crushing cost of living for every Arkansan."

Featherbedding, the committee concluded, "imposes on Arkansas higher costs of living, less money for essential workers and a real handicap to our industrial development program."

Initiated Act No. 1 is the sole survivor of four inter-related ballot proposals which might have gone to a vote Nov. 4. The state supreme court ruled against ballot titles on the other three issues—a management-backed "freedom to hire" constitutional amendment; and union-supported moves to make the full crew law a constitutional provision and to compel installation of flashing lights and gates at all railroad grade crossings.

They're basing their case, apparently, on the longer and faster freights now on the road. The committee against featherbedding pointed out, however, that no state bordering Arkansas has seen fit to enact a similar full crew law. (Mississippi and Texas do have full crew statutes on the books—but neither state requires employment of more than a five-man crew.)

"If freight trains can operate safely and efficiently with five-man crews in other states," Committee Chairman Ralph Johnson asserted, "they certainly could do the same in Arkansas."

As for the longer-faster train angle, the railroads concede that consists are larger and runs are made faster. But, they point out, a host of improvements—in roadbed, track, rolling stock, motive power, signaling and communications—make operations today just as safe as they were with the shorter, slower trains of 20 years ago.

(Ironically, the Arkansas law—enacted in 1907—specifies employment of the third brakeman "regardless of any modern equipment of automatic couplers and air brakes.")

Watching Washington *with Walter Taft*

• **THE PEAK LOADING PERIOD** is here with the serviceable freight fleet about 64,000 cars short of what it was a year ago. AAR figures show that serviceables of Class I roads and their car-line affiliates totaled 1,662,791 cars on October 1, compared with 1,726,784 on October 1, 1957.

TOTAL OWNERSHIP is down only 4,600 cars, but the bad-order backlog is up 59,400. Work on the backlog has been stepped up in recent months. September marked the fourth straight month of increased repair activity.

SOME SHORTAGES are being reported to the AAR. Especially tight are supplies of high-grade box cars of ordinary size, and wide-door and fifty-footers. The stock-car situation is "tight-to-short," while hoppers are tight in most areas with scattered shortages. Supplies of covered hoppers, gondolas, flats, reefers and auto cars have been adequate. Demands for the latter, however, will soon rise as production of new models gets under way in volume.

• **A NEW-TYPE RAILROAD RATE** has been held up by the ICC. It's the Long Island's proposal to add a $2-per-shipment charge on LCL or any-quantity traffic which it loads or unloads over its platforms or through its freight houses. The commission suspended it until May 22, 1959, and will investigate it in I&S No. 7037. Protestants include the National Industrial Traffic League which wants the "novel" proposal condemned as "completely unsound" and capable of creating a "bad precedent."

• **THE ICC PERSISTS** in its determination that there are no railroad rates for the transportation of express matter. For the third time, it has turned down the Postmaster General's request for an investigation to determine such rates. The requests, made in 1948, 1954 and this year, have been maneuvers in mail-pay cases. The PMG has relied on provisions of the 1916 Mail Pay Act which authorizes him to ask the ICC for information as to railroad rates paid by express companies, and to arrange for rates on a like basis for the transportation of mail, other than first class.

COMMISSION DENIALS of the request reflect its agreement with the railroad view. That view is that the cited provisions of the 1916 act have been rendered obsolete by transfer of the express business from the former private companies to the "railroads themselves" for handling by "their common agent"—Railway Express Agency.

LCL Rates Cut

Rutland Reduces Tariff On 'Speed-Save' Freight

Simplified less-carload rates from Rutland, Vt., to Rutland Railway stations in Vermont and New York will become effective Dec. 1.

The maximum rate from Rutland under the new "uncomplicated" schedule will equal the previous third-class rate. Thus, any commodity rated third-class or higher will take the same new low maximum rate. This, the railway says, will mean reductions of up to 50 per cent or more for shippers who have been paying triple. double or straight first-class, or second-class, charges.

Volume rates for single shipments in excess of 5,000 lb will be even lower.

The new reduced rates are designed to supplement and improve the Rutland's plan for LCL shipments to northeastern "Speed-Save" service—a split-delivery plan for LCL shipments to northeastern states which the railway inaugurated on June 1 (RA, June 2, p. 39). They will apply on all freight arriving in Rutland under that service, and will extend from Rutland to all Vermont and New York state stations to which the railway provides LCL service.

Airline Employees Blast Free 'Champagne and Orchids'

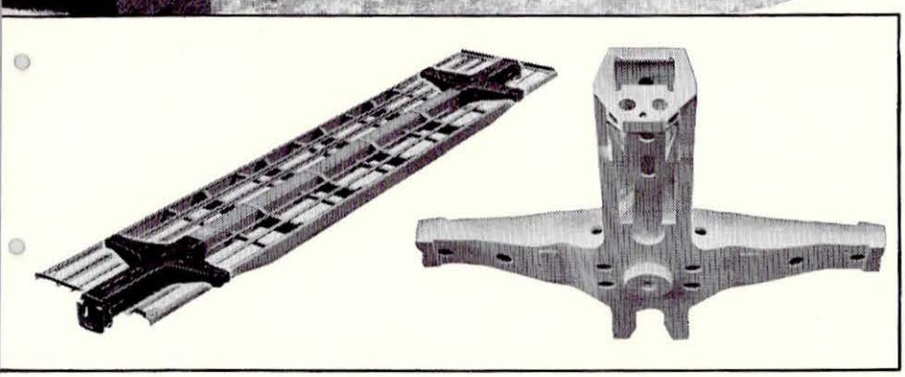
Airline "giveaways" have become an issue in a wage case.

The International Association of Machinists, representing striking employees of Capital Airlines, charges that company and other major air carriers with "spending for champagne and orchids aloft at the expense of fair wages" for their mechanics and other ground service workers.

"Fancier free extra-course dinners" and "all sorts of other giveaways" have been added in the past year, says IAM.

Where railroad progress is cast in steel....

Many Great Northern Box Cars roll across America's road beds—equipped with General Steel one-piece underframe ends that assure dependable, long-life service.



Underframes with one-piece cast steel ends provide great strength, eliminate body bolster failures, resist rust and corrosion and simplify car construction or rebuilding.

General Steel underframe ends provide the following features for new or rebuilt cars: integral body bolsters, draft gear stops, strikers, coupler carriers, center fillers, center plates and side bearing pads.

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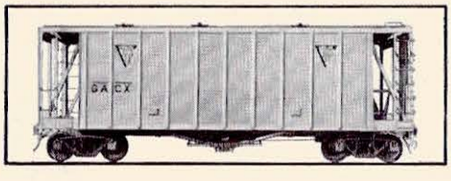

If you ship dry, granular or powdered materials by ordinary methods, compare the above record with your own. Then see your nearest General American representative and learn why *it pays to plan with General American.*

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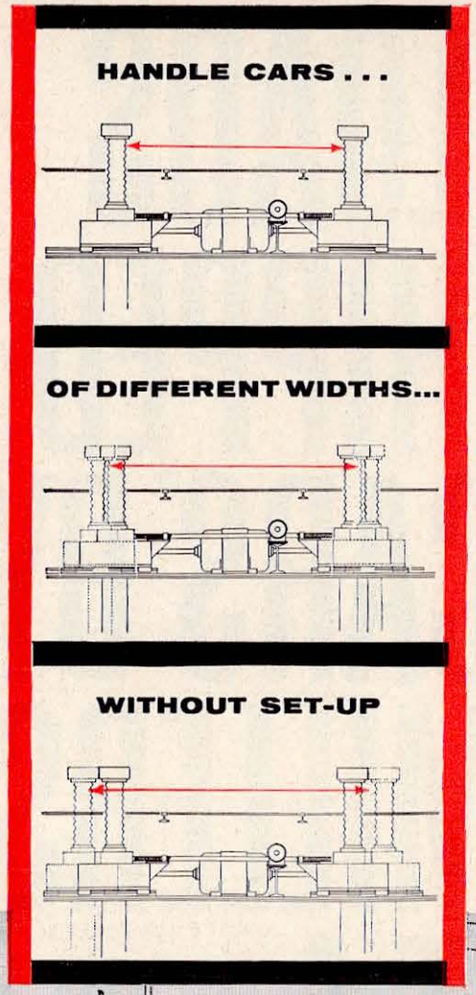
Offices in principal cities

**approximately 1,872,032 tons*



New Ripjacks put bad-order car repairs on short-order basis

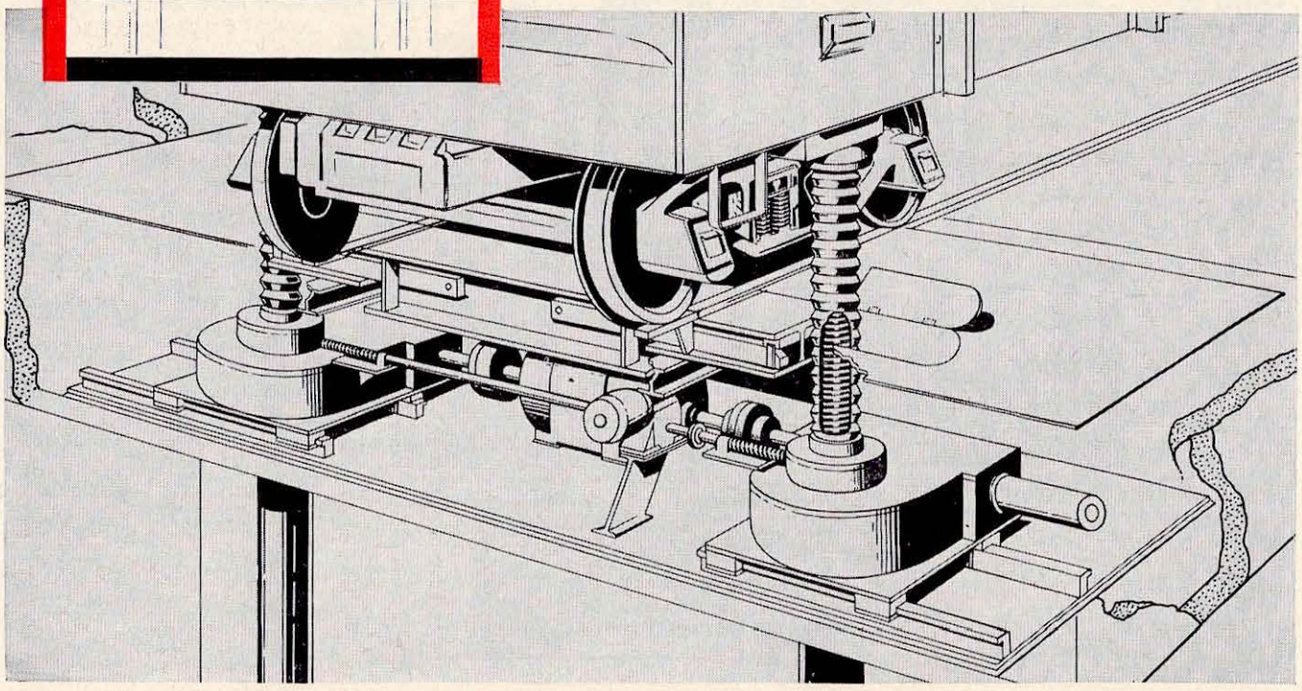
New Whiting Ripjacks set a brisk pace in rip-track operation. They offer new ease of railway car maintenance, less car downtime, lower labor costs. Bad-order cars can often be returned to their own train. Freight reaches consignee quicker—which attracts added freight business.

These brawny, two-speed jacks lift 40 tons apiece . . . raise fully-loaded cars with ease. Dependable electric power elevates them in unison at the touch of a button. A lateral screw moves them in or out—handles cars of different widths.

Whiting Ripjacks can be applied to every rip-track. For speedy journal repairs, they are combined with a lift-beam which enables them to handle fish-belly or other special cars.

NEW BULLETIN RJ-C-100 gives valuable data on Whiting Ripjacks and Trackmobile. Used with ripjacks, Trackmobile assures a fast, continuous flow of cars. Runs on road or rail—positions cars accurately—moves cars within entire blue-flag area swiftly, without delays. Send for Bulletin RJ-C-100 now.

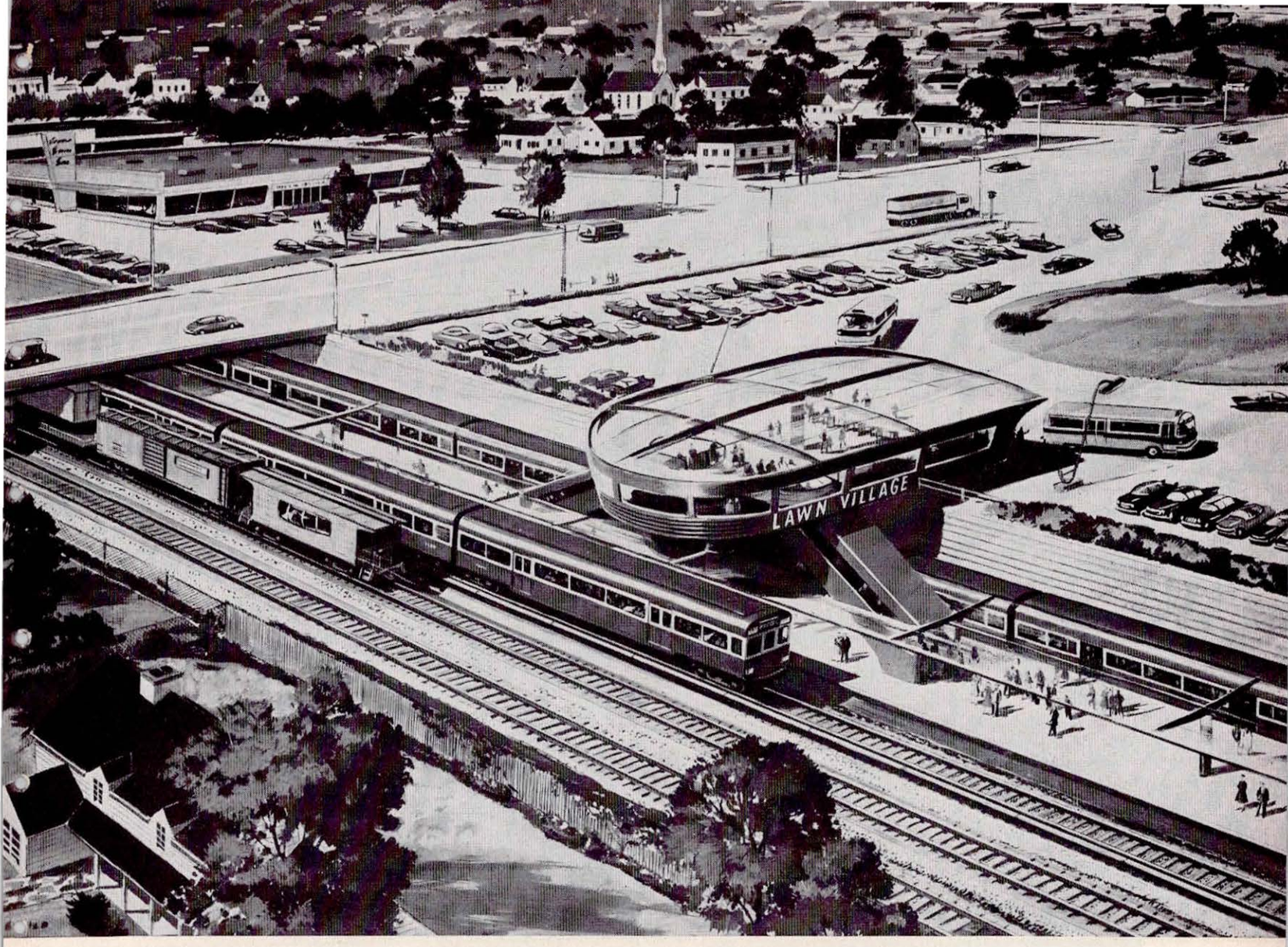
Whiting Corporation, 15661 Lathrop Avenue
Harvey, Illinois



87 OF AMERICA'S "FIRST HUNDRED" CORPORATIONS ARE WHITING CUSTOMERS

WHITING RAILROAD EQUIPMENT

MANUFACTURERS OF CRANES; TRAMBEAM HANDLING SYSTEMS; TRACKMOBILES; FOUNDRY, RAILROAD AND CHEMICAL PROCESSING EQUIPMENT



COMMUTER SERVICE 1970?

For commuters in thousands of towns and villages that surround America's traffic-choked cities, travel in 1970 will be fast and convenient . . . if planning for coordinated metro transportation begins now.

SAVE MILLIONS

Improved and expanded commuter rail service is the key to better metropolitan transportation of the future. Millions of dollars will be saved if action is taken *now*. The rush-hour carrying capacity of one rail line is 20 times that of automobiles on an expressway lane—and there are no parking problems when the rail passengers arrive downtown!

Commuter rail travel in 1970 will be dynamically different from that of today. It will incorporate such advances as automatic train operation and fare collection, escalator movement of passengers and use of trains of light-weight, spacious commuter cars. Continuous through service from one side of a metropolitan area to the other, parking facilities adjacent to suburban rail stations, and feeder bus service to the station will provide new, high levels in rider convenience.

INTEGRATION NECESSARY

Before all of these improvements can come about, commuter rail and rapid transit operations must be integrated into a single, metropolitan-wide transportation system. Such integration will permit fast, flexible trains of transit cars to operate on rail facilities outside as well as inside the city. In addition to modernizing present commuter facilities, metro transportation networks of the future will use existing rail rights-of-way not now used for passenger service, at a fraction of the cost of building new rights-of-way.

NEW BROCHURE AVAILABLE

If you would like more information about modern metro transportation of the future, write for "Metropolitan U.S.A.—1970," Section 107-61, General Electric Co., Schenectady, N. Y.

Progress Is Our Most Important Product

GENERAL ELECTRIC

"I AM A BURLINGTON MAN"

I am a painter at the Burlington Railroad's carbuilding plant at Havelock, Nebraska.

Here you see me putting the finishing touches on a $20,420,000 job—one of 2,325 new freight cars the Burlington built and purchased this year. These new cars will take their places among more than 20,000 Burlington box cars already in nation-wide interchange service for efficient transportation of freight ranging from merchandise traffic to bulk commodities. Like all new Burlington box cars, this one is bright red—a new color that is distinctively Burlington.

Distinctively Burlington, too, is the kind of service you get from this railroad. The new cars are an example of our continuing investment to help us do a better job. Our entire plant—roadway, rolling stock, motive power, and other facilities—is designed and built for efficient transportation service, Everywhere West.

So when you see one of our new red box cars, think of the men and investment it represents. Remember, there are almost 30,000 of us, each proud to say— ***"I am a Burlington Man!"***

Burlington Route

Chicago, Burlington & Quincy Railroad
Colorado and Southern Railway
Fort Worth and Denver Railway

BURLINGTON LINES · *Everywhere West*

October Traffic Poll

Shippers Keep Tabs on Carriers

Proposition

Major freight shippers are reportedly giving increased attention to maintenance of performance records by different forms of transportation and/or by different routes available within each form. This month's Poll is the first of two designed to develop information as to: (1) The extent to which such records are kept; and (2) the extent to which those records influence subsequent choices of transportation media, carriers, routes, etc. Questions below cover only the first part of the subject. The second part will be surveyed in a future issue of Railway Age.

Questions

(1) Do you keep records of actual service performance by different routes or different media of transportation?

(a) Media only	**6**
Routes only	**7**
Media and routes	**27**
(b) Large shipments (CL, TL)	**20**
Small shipments (LCL, LTL)	**5**
Both	**15**
No records	**14**

(2) What form do such records, if kept, take? .....See accompanying article.

About three out of four shippers keep partial or complete records of carrier performance. Of those shippers who do keep such records, roughly three out of four maintain them on both media and routes; seven out of eight keep them on all shipments or on large (CL or TL) movements.

There is, on the other hand, considerable variation in the form which such records take. Some are complete: "Records are kept on all motor, barge and rail shipments and are used to indicate performance which affects the decision on the selection of the transport agency."[1]

Other companies describe their records as "spot checks"—though "occasionally it is necessary to maintain records for as much as a month at a time."[2]

Some companies, clearly, find it to their advantage to keep complete data on carrier performance. One big mid-western store chain, for example, says it keeps "daily car reports on key movements; a monthly recapitulation on all carload and truckload movements; makes a periodic examination of freight bills on specific movements; and sends out periodic postcard tracers on outbound LTL shipments."[3]

"Each carload shipment to a warehouse is recorded weekly," says another company of the same general type.[4] This record, the company reports, "shows the bill of lading date, arrival and spot dates, and unloading dates, for critical review and correction. Each branch traffic department (10) analyzes all LCL freight bills from an average of five stores to check a potential of about 16 defects in transportation. Eight of these checks involve service. A detailed report of deficiencies is recapitulated monthly for corrective action."

"The fact that many of our rail shipments are diverted after leaving the loading point" was cited by a group of West Coast perishable shippers as another reason for keeping exceptionally complete records.[5] In this case, data is maintained on "departure of each car from origin, departure from concentration point, train in which it is moving, passings at principal gateways, and arrival at destination."

Methods of maintaining records, and the use which is made of them, both show considerable variation. One company, for example, sets up loose-leaf binders by states and cities. It uses these for periodic performance checks, "as many carriers' service varies from time to time."[6] The same company also relies on customer complaints for performance information.

A midwestern manufacturer records the days in transit for each carload on each route. "This lets us set up our best routes only, and gives us a yardstick. We know the average time a car will take on each route, and often avoid tracing and expediting because we are fairly sure a car will be on time on the basis of past performance."[7]

Still another company has all its warehouses send in copies of all carload and truckload freight bills, showing time and date of notification, spotting and unloading. "This gives us a very nice record," which the company finds particularly helpful in eliminating demurrage.[8]

At least six companies ask their consignees to return special postcard reports either regularly or intermittently. One uses these as the basis for a routing guide[9]; another "to keep carriers informed of service they are rendering in a continuing program of endeavoring to improve transit time."[10] A third asks for date of arrival and condition of shipments[11]; while a fourth "uses replies from such inquiries to change routings as excessive time is evidenced."[12]

One of the other postcard-using firms tabulates the replies and incorporates them

(*Continued on page 76*)

The Opinions Are Theirs

[1]C. S. DONALD, GTM, *Cuban-American Sugar Co., New York.*
[2]R. M. BOYD, GTM, *Pittsburgh Plate Glass Co., Pittsburgh.*
[3]G. O. WILSON, GTM, *Gamble Skogmo, Inc., Minneapolis.*
[4]T. C. HOPE, GTM, *Montgomery Ward ..... Chicago.*
[5]J. C. UHLER, TM, *Sunkist Growers, Inc. ..... Los Angeles.*
[6]R. J. GARRISON, TM, *A. B. Dick Co. ..... Chicago.*
[7]D. C. WARD, TM, *Hoerner Boxes, Inc. ..... Keokuk, Iowa.*
[8]C. A. MEYER, Exec. GTM, *Mosaic Tile Co., Zanesville, Ohio.*
[9]E. H. ENDROLL, TM, *Hollywood Brands, Inc., Centralia, Ill.*
[10]C. M. NAYLOR, TM, *Black & Decker Mfg. Co., Towson, Md.*
[11]K. A. ANDERSON, TM, *Flour City Ornamental Iron Co., Minneapolis.*
[12]J. R. MORTON, Asst. to Pres., *Vega Industries, Inc., Syracuse, N.Y.*
[13]N. C. ZOLLAR, GTM, *Lincoln Electric Co. ..... Cleveland.*
[14]J. H. WRIGHT, TM, *Spencer Kellogg & Sons ..... Buffalo.*
[15]M. T. NORTHEY, Asst. Sec. & GTM, *Minneapolis Honeywell, Minneapolis.*
[16]W. R. HOFER, TM, *Olympia Brewing Co., Olympia, Wash.*
[17]R. A. WHITTY, Trans. Dir., *Belknap Hardware & Mfg. Co., Louisville, Ky.*
[18]E. O. WOOD, TM, *Imperial Sugar Co., Sugar Land, Tex.*
[19]A. C. ROY, Dir. of Traf., *Pennsylvania Glass Sand Corp., Pittsburgh.*

TIE PADS ARE ESSENTIAL — FOR INSURED ECONOMY

As a cost-conscious railroad man, you recommend expenditures *only* for *essential equipment* and *materials.*

OK. That's sound business sense, particularly in times like these.

We just want to emphasize that tie pads *are* essential materials. Especially when they're Bird Self-Sealing Tie Pads.

Actual in-track experience over the past 20 years has proved conclusively that Bird Self-Sealing Tie Pads extend the life of new cross ties at least 50%. On older ties which can be adzed down to provide a smooth surface on sound wood, Bird Self-Sealing Tie Pads *double* the remaining life expectancy of the tie.

What can be more essential than this — a proved method of reducing track maintenance costs?

For an interesting booklet showing actual dollar and cent savings through the use of Bird Self-Sealing Tie Pads, write to Bird & Son, inc., East Walpole, Massachusetts, Department HRA.

Buy the Best **BIRD & SON, inc.** Established 1795 *Buy Bird*

Bird Self-Sealing Tie Pads are Recommended for:

BRIDGE DECKS • CURVES • SWITCH TIES • HIGHWAY GRADE CROSSINGS AND OTHER PAVED AREAS • CROSSING FROGS • INSULATED JOINTS • WITH SMALLER TIE PLATES • PILE CUTOFFS • THROUGH-STATION PLATFORMS • OUT-OF-FACE INSTALLATIONS IN RAIL-LAYING PROGRAMS • SANDY LOCATIONS • ALL OTHER AREAS WHERE TIE LIFE IS SHORT OR REPLACEMENT COSTS HIGH.

B. R. Dew confers with B. B. Irwin, Chief Dispatcher at Rock Island, Ill.

Can railroads offer personalized service?

On the Rock Island, Yes

to quote B. R. Dew, superintendent of the Rock Island Division

From time to time shippers complain that some railroads are too big to care about a single car of freight . . . that the persons affected by a delayed shipment are treated with indifference.

"This isn't true of the Rock Island," says Mr. Dew. "We don't function as one huge, impersonal railroad. Rather, we operate on a divisional basis—as seven small, integrated, well organized roads.

"On the Rock Island Division, for instance, I have 3,000 men helping me run 1500 miles of track. This is a workable size—one that enables us to be on top of every situation.

"When a bad order car is set out en route, a report goes immediately to my chief dispatcher. He does two things fast: (1) dispatches a work crew to repair the car; (2) teletypes the transportation officer in Chicago, who immediately wires or phones the appropriate traffic representative. He in turn informs the shipper or consignee without delay. Usually the car is repaired and back in service within 24 hours, and the interested parties are again notified so they know the exact status of the shipment at all times."

Personalized service—this, we believe, is what makes friends for the Rock Island. We may slip occasionally. But only occasionally. The important thing is that Rock Island people *do* take a personal interest in your shipments. Our job is to keep shippers happy, and if we're not doing it, we want to hear about it.

Route your next shipment via Rock Island. Give us a chance to prove that "personalized service" is more than an empty phrase.

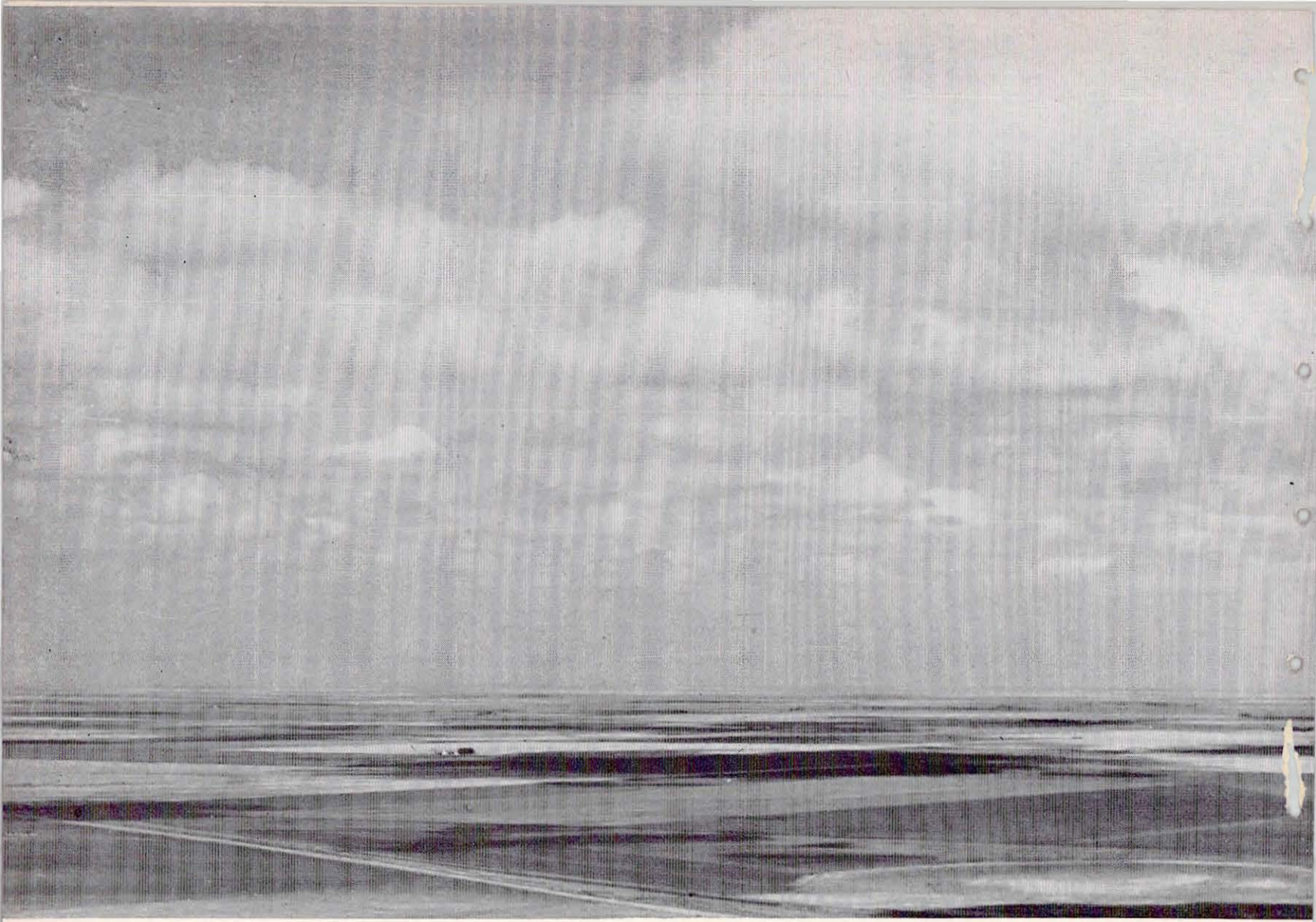
If you have any comments, pro or con, regarding our rates or services, we invite you to discuss them with your Rock Island traffic representative.

Rock Island

ROCK ISLAND LINES

The road of planned progress... geared to the nation's future

CHICAGO 5, ILL.



What's left of America's distant frontier is the very essence of it—distance itself. America's immensity—North, South

Tomorrow's Railroad

• In this recent time of railroad adversity, America has lost all sight of the fact that railroads are potentially far and away our most efficient form of mass transportation.

• At bottom, a steel wheel rolls on steel rails with far less resistance than a flexing rubber tire rolls on pavement or a hull plows through water.

• All that has held back railroad progress has been the inability of the railroads—badgered and battered by unfair regulation, unfair taxation and unfair competition—to earn the money they've needed to realize the tremendous technological opportunity of today's railroad.

• Now some relief is here and more is in sight.

Standard Oil Co. (N.J.)

East, West—is now as big a challenge to the railroads as it ever was.

• Now—of all times—is the time for railroads, railroad suppliers, shippers and government to size up what the railroads can and must be as restrictions are lifted from them.

• Already, Russia has declared economic war on America. "We don't need to fight you—we'll defeat you economically."

• Can Russia undercut America in the world's markets?

• In the logistics of economic war, the railroad factor can be decisive. Giant actions may turn on the ability of tomorrow's railroad to move goods faster with bigger savings.

• Tomorrow's railroad is here today—in pieces—a bit on this road, a bit on that. Put them all together and you get something America needs urgently.

• This isn't "inspired foresight." It's just plain common sense about the railroads' manifest destiny—the most obvious sort of look ahead, for lack of which any railroader will be guilty of backing his way into the future.

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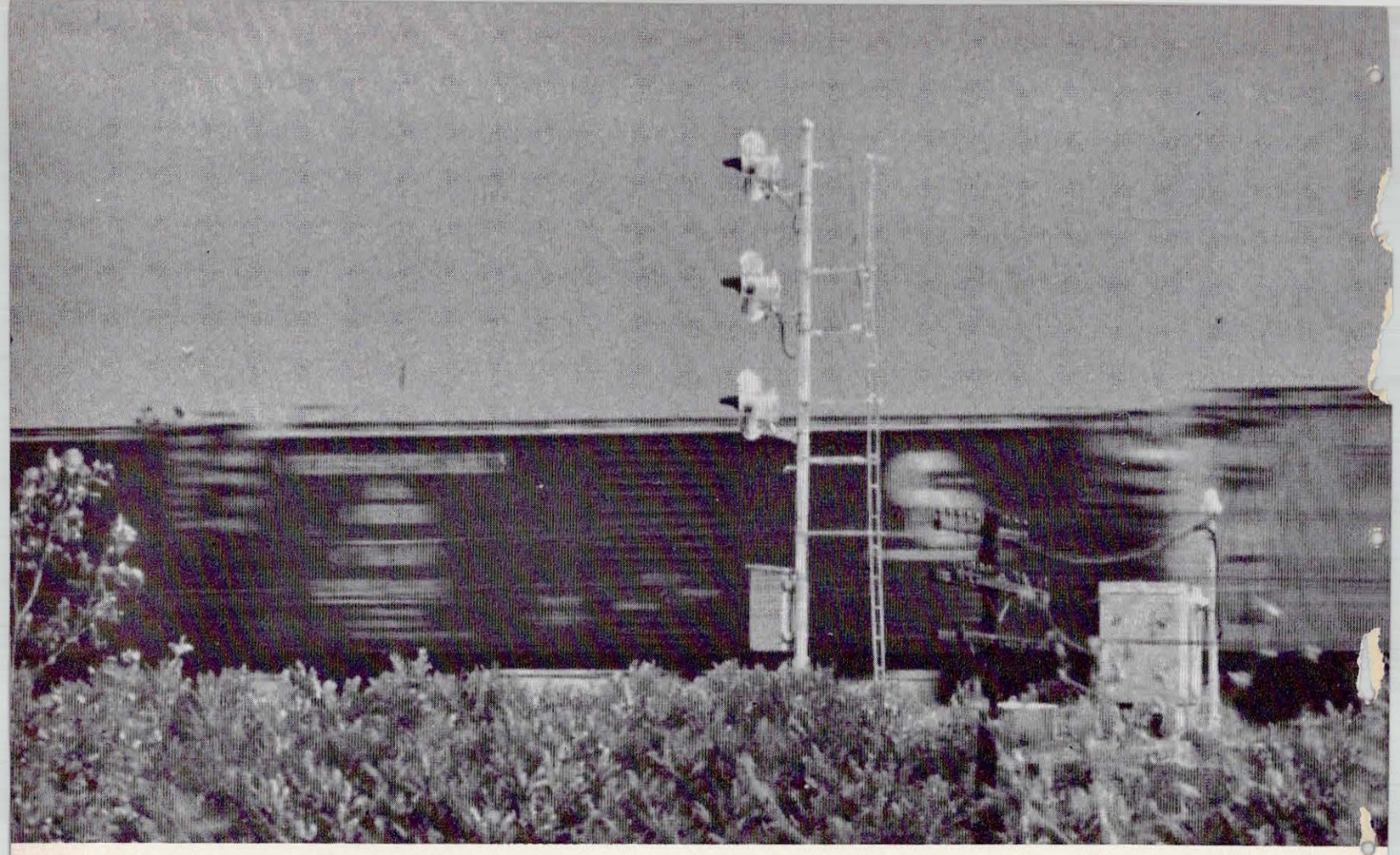


TOMORROW'S RAILROAD . . .

It will take your freight coast to coast . . . Plant to plant

Of all forms of transportation, only railroads have today the capacity to expand greatly at minimum cost, to improve measurably their service to America. Their competitors, by contrast, are already at, or close to, the zenith of their foreseeable performance.

No matter how much money is laid out on superhighways, trucks can't exceed legal speed limits much more than they do now. No matter how skilfully state is lobbied against state in a whipsaw battle to raise allowable limits of size and weight, they can't grow much larger.

Waterways are straitjacketed by geography, by weather, by slow speed—and by the amount of money they can persuade an already overgenerous government to pour into larger locks, deeper channels, and more tax-built terminals.

Pipe lines are limited in the commodities they can carry. Planes are still subject to the law of gravity.

Railroads alone have untapped resources; unrealized capacity. The railroads we **could** have would yield only to planes in speed; only to pipe lines in true economy—and that for only a few commodities. They would yield only to trucks for shorter trips, lighter loads, and more complicated deliveries. They would yield to none of their rivals in ability to carry anything anywhere with a maximum of efficiency and a minimum of fuel and manpower.

Here are just a few of the things tomorrow's railroads **could** do for you—their customers, the American public.

- Take your freight from coast to coast in 72 hours—or a thousand miles overnight.
- Establish and maintain freight schedules as rigidly adhered to as those of passenger trains.
- Give all freight the same reliable service now accorded only to special movements—of, for example, automobile parts.
- Substantially reduce loss and damage.
- Cut down total cost of service—and, with it, the nation's total transportation bill.

Can the railroads attain those goals—and others equally desirable? Can the railroads of today, in short, become the railroads of tomorrow?

In a physical sense, the only possible answer to such questions is an emphatic "Yes."

Why?

- Because railroad men, themselves, are aware of those objectives. They are eager and anxious to reach them. They know what equipment, what machinery, what techniques are

oast in 72 hours . . .
overnight . . . routine and reliable

necessary. Their desire has been eloquently proved by their average expenditure, in every year since the end of World War II, of more than $1 billion for new locomotives, new cars, new yards, new signals, new lines, new track, and all the other improvements prerequisite to the railroads of tomorrow.

• Because, as railroad men well know, the physical means of reaching those objectives are already available. The knowledge is here. The techniques are here. The equipment is here.

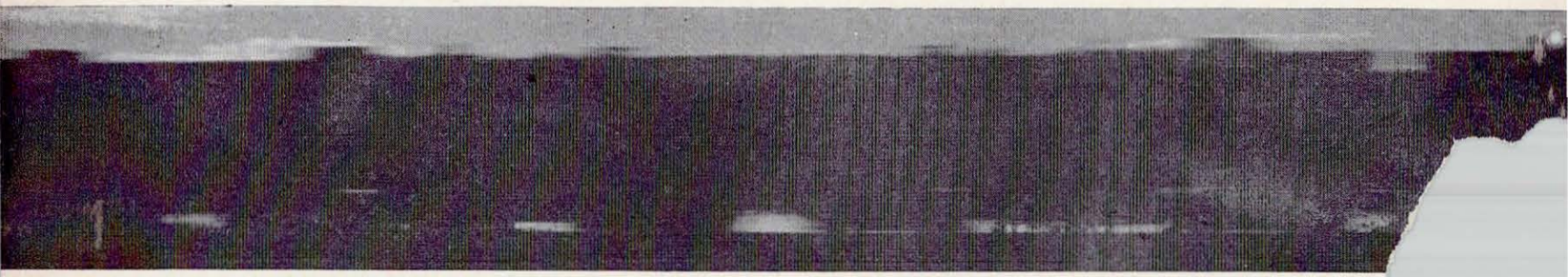
Actually, tomorrow's railroads are here, too. But, as of now, they are here only in bits and pieces—a fully modern yard here, an up-to-date system of traffic control there, an electronic computer somewhere else.

What's needed to produce the railroads of tomorrow is to fill in the gaps. That means applying tomorrow's machines and tomorrow's techniques not just in spots, but universally, wherever they can contribute to better or more economical service to railroad customers.

What those machines and techniques are, and what they can do, is told in the pages which follow. In those pages, there's no science fiction, no blue-sky writing about crewless trains, atomic locomotives, or other even more far-fetched developments that could become realities in another quarter-century. There's just a factual, straightforward account of things that are actually here today.

The story is necessarily told briefly. It is, purposely, told simply, in non-technical language, without burdensome details. Just as tomorrow's trains will be designed for rapid, time-saving service, our story is designed for rapid, time-saving reading. Included are simple charts, showing, on a scale of 100, the extent to which each of tomorrow's major improvements is here today; the extent to which each is still to come.

The really big question is: Can the railroads apply what is here today more widely than they already have to make themselves the railroads they could become tomorrow? Physically—to repeat—they can. To repeat again—they want to. The problem of achieving tomorrow's railroad is almost wholly financial—the solution is largely beyond railroad control. It's principally up to their customers—to the kind of political surroundings their patrons, as voters, will insist that government permit. Those surroundings are better now than they were a few months ago—thanks to public support and Congressional passage of the Transportation Act of 1958. But the surroundings could be better yet—must be better if the railroads of today are to become the railroads of tomorrow.



The great train will by-pass many yards . . .

. . . electronics will speed it through others

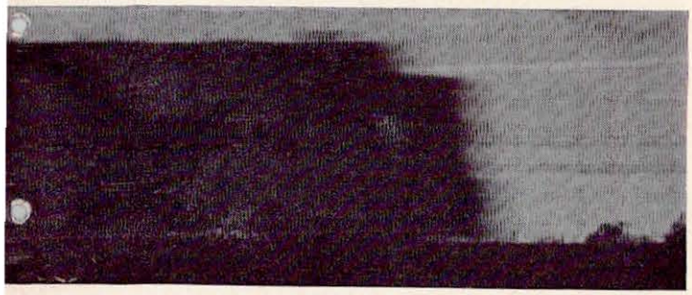
Tomorrow's trains will spend less time moving over the road —and less time in yards. That's partly because there just won't be as many yards for them to go through. It's partly because the yards that remain will do their work much faster, far more efficiently.

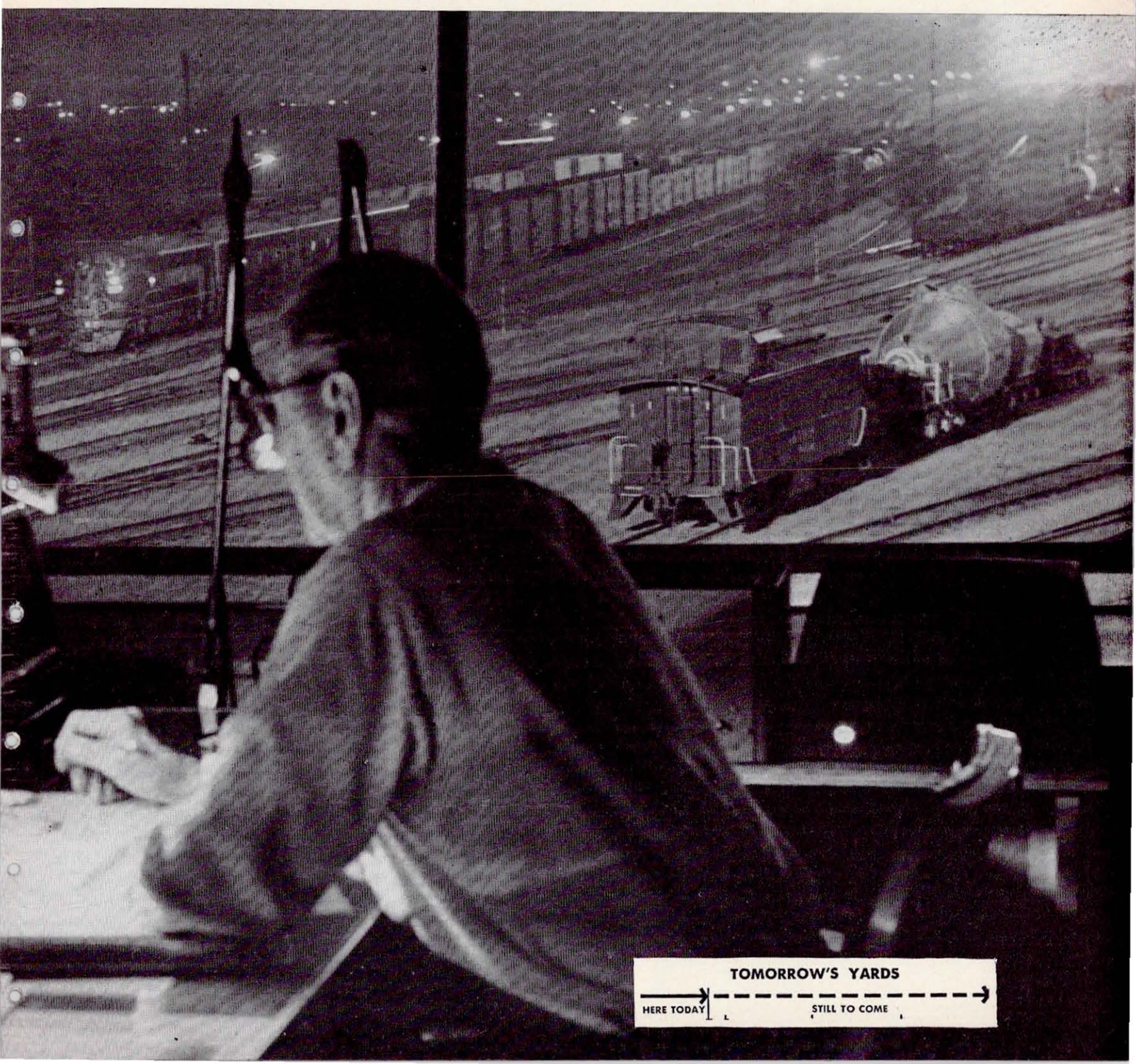
The trend is well begun—far advanced in places. At Elkhart, Conway, Chattanooga—points too numerous to mention—whole complexes of outmoded, inefficient, manual yards have been abolished. In their places are single, gigantic, semi-automatic, electronically controlled classification facilities. In this respect, as in others, tomorrow's railroad is here today—**in pieces.**

Still other yards of tomorrow are in the making, on the drawing boards, or in the thoughts of railroad operating men—perhaps, all told, as many as 500 of them.

Emphasis is, and increasingly will be, on speed; on safety; on economy; on doing once, in one place, work that used to be done many times in many places. Do the job efficiently and promptly: eight hours at most for receipt, inspection, classification, repair, makeup and departure. And do it safely, so damage claims will be drastically reduced.

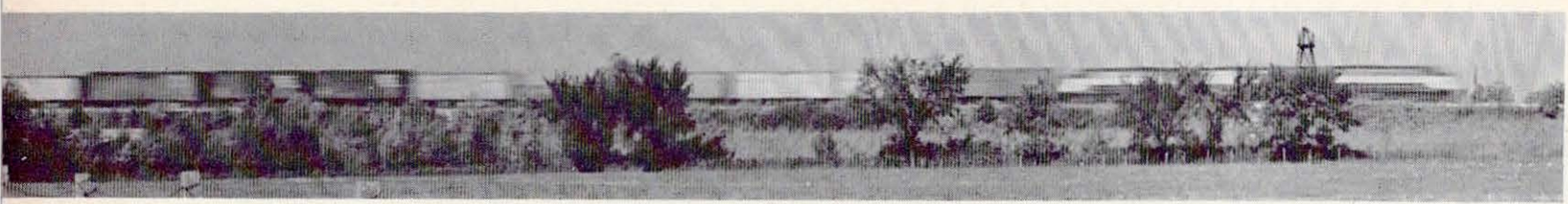
Upon arrival at a modern yard, tomorrow's train will be classified automatically. A car accelerator, or robot engine, will push cars over the hump. A memory unit will have previously stored class track information on the entire train. This information, fed into the automatic switching system, will set up routes. As cars roll down the hump, through retarders and into class tracks, radar and other electronic devices will measure car speeds and rolling characteristics. This and other information, fed into an analog computer, will be immediately translated into correct retarder pressures, sending cars out at proper release velocities for safe coupling to other cars. Hump inspectors and pin puller will be the only men required for automatic car classification.




TOMORROW'S YARDS
HERE TODAY
STILL TO COME

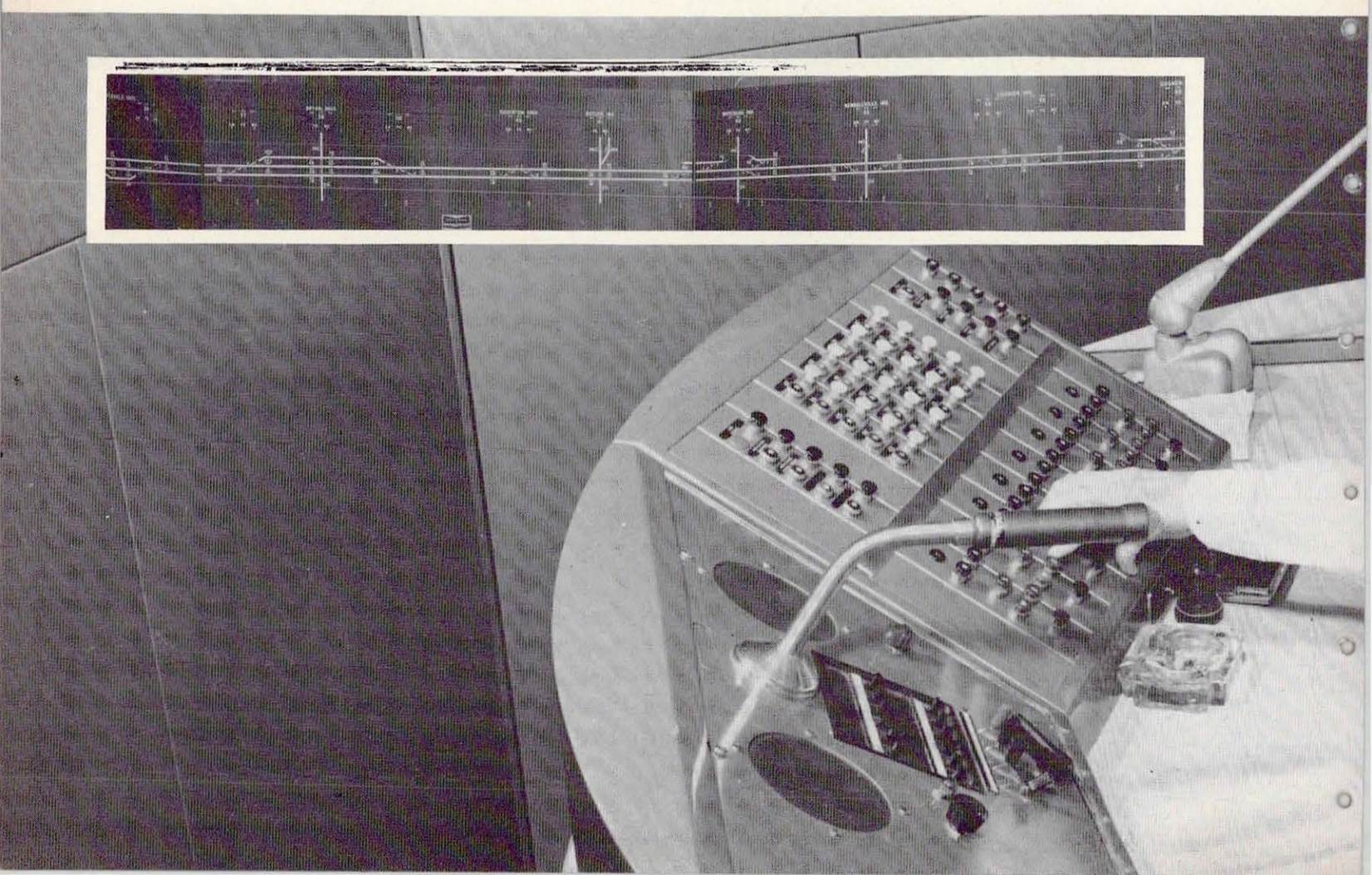
TOMORROW'S RAILROAD . . .

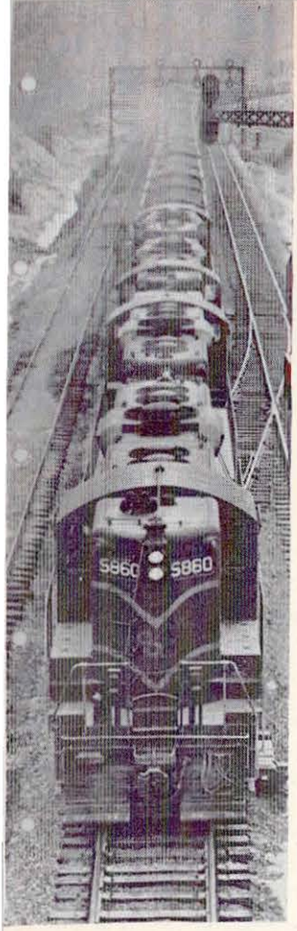
The great train will run swiftly, smoothly,

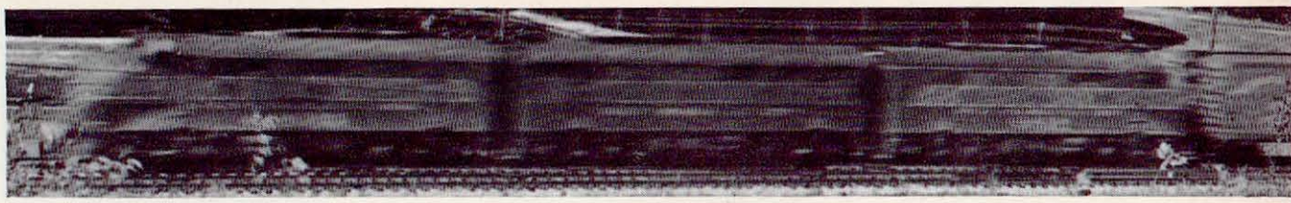


Tomorrow's train will roll from yard to yard and from terminal to terminal in less time than ever because of centralized traffic control systems. Simply by pushing a button, one man will "guide" them safely and swiftly over switches and cross-overs, from track to track, past or around other trains. He may control hundreds of miles of line, as easily as if he were operating an adding machine.

. . . guided by







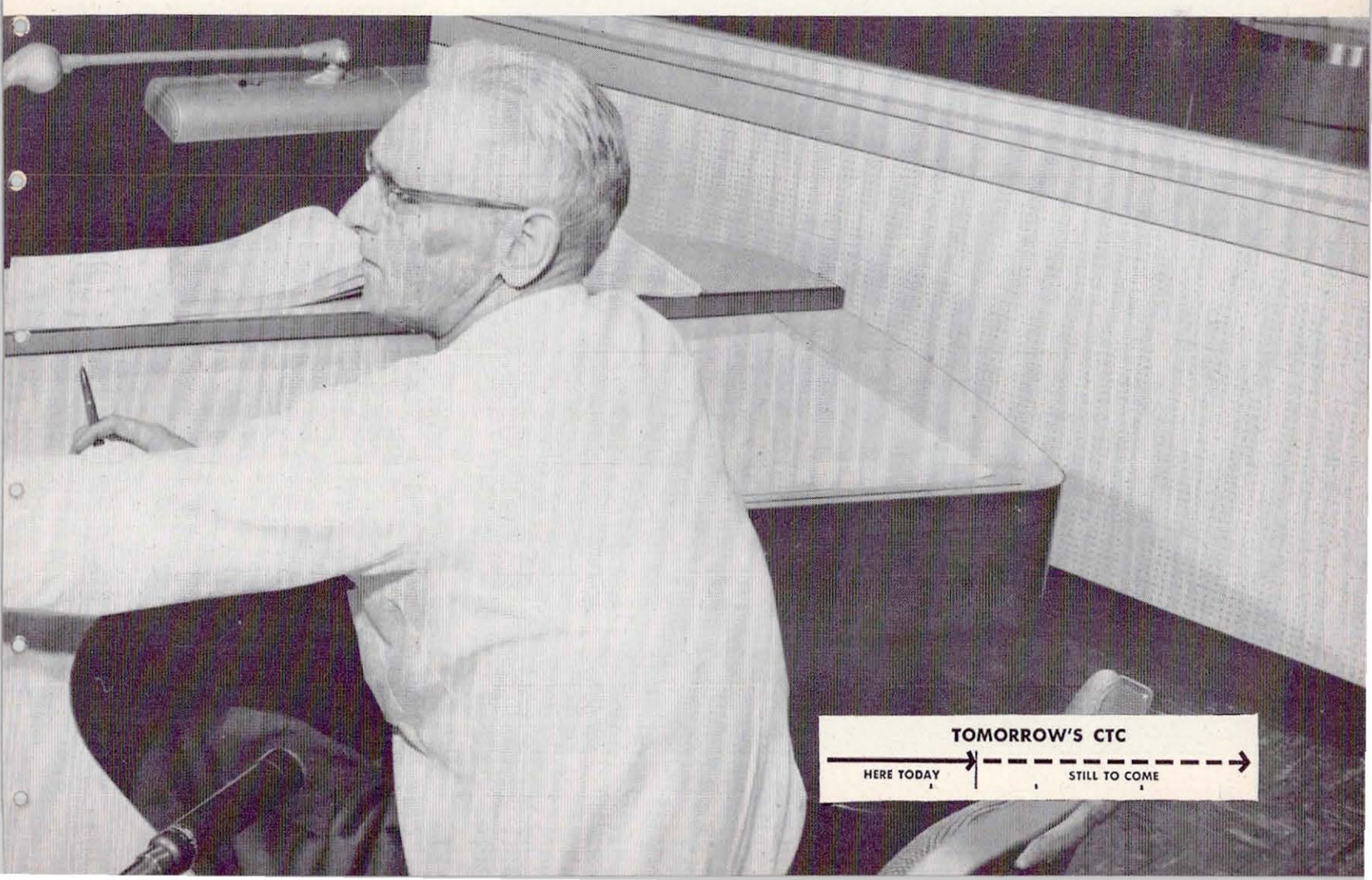
surely, safely . . .

CTC is here today on some 25,000 miles of line. It's here to stay, and to be applied to around 35,000 more miles of line on tomorrow's railroads. That's because CTC can get trains over a line faster and more dependably than any other method of dispatching yet devised. Traffic control does this without delays, with savings in time and money. With it, one track does the work of two; two do the work of three or four. Traffic control can increase capacity of existing tracks. And it can handle traffic so expeditiously that, in many cases, some trackage can be removed when CTC is installed.

Important as CTC is today, it can be even more vital tomorrow. As traffic growth parallels that of the rising national economy, tomorrow's better railroads can win for themselves a larger share of the whole. To do this, they will have to give the fast, dependable service which shippers increasingly demand. These factors add up, inevitably, to more trains, adhering to tighter schedules and operating with less damage to lading. No single weapon in the railroads' arsenal can contribute more to that overall objective than centralized traffic control.

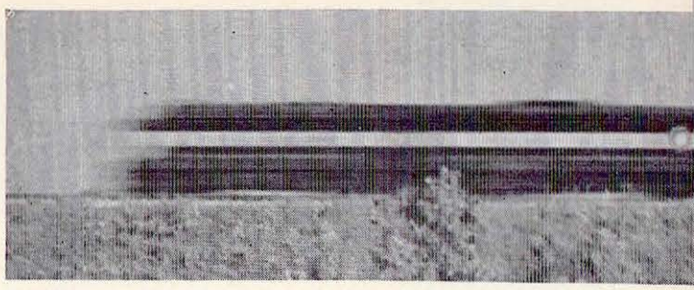
CTC can do it, and pay for itself, in five years, or 10 at the most. It is truly tomorrow's best bargain —today!

fingertip traffic control systems

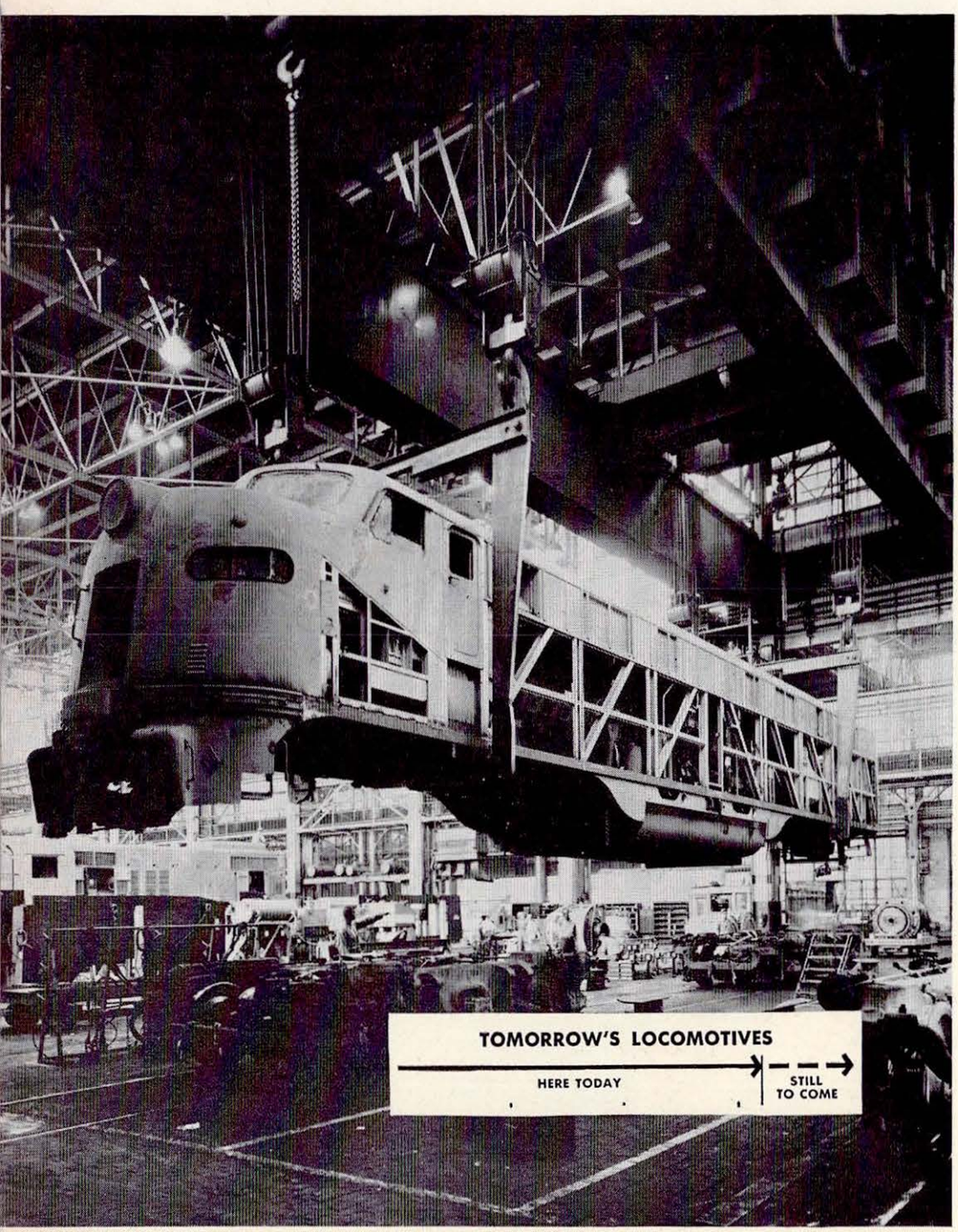


TOMORROW'S RAILROAD . . .

The great train's superb performance will be . . .



. . . based on its superb



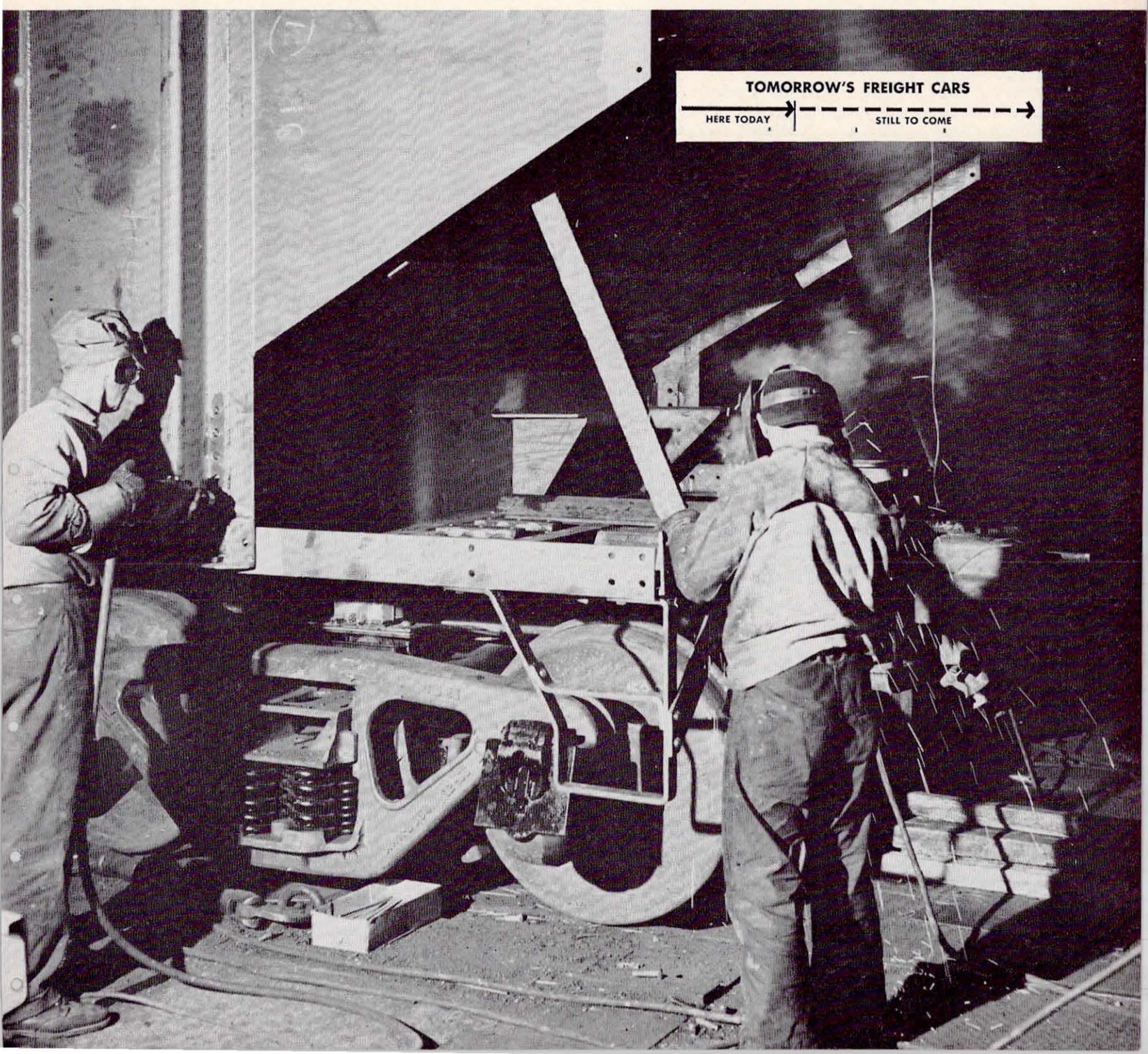
Tomorrow's trains will **look** much like today's. But the resemblance will cease with outward appearance. Major differences, though largely unseen, will mean faster, more dependable operation; less damage to freight in transit.

Some lines, where traffic is densest and most constant, may be electrified. On others, gas-turbine locomotives may haul the heavier trains. Experimental prototypes of still newer forms of motive power may be on trial. But, for the foreseeable future, diesels will continue to be the railroads' principal workhorse. Thus, tomorrow's locomotives are, largely, already here. But more powerful engines will open the way to greater service flexibility. Three or four units will handle heavy tonnage trains at higher speeds. One or two will move lighter "hot shots" at ultra-high speeds—with the scheduled dependability shippers want.

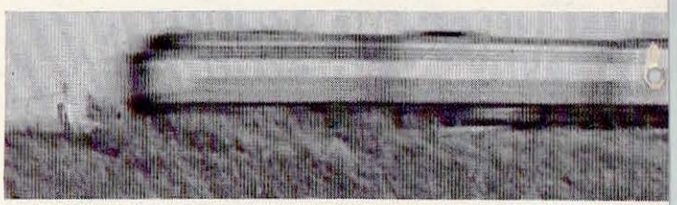
On cars, roller bearings—or greatly improved solid bearings—will ease rolling resistance; cut maintenance costs; all but eliminate hot boxes. More shock-absorbing underframes and draft gear will give all freight a smoother, easier ride. Built-in load-securing devices will hold freight safely. Better design will mean fewer repetitious, time-consuming inspections. These cars of tomorrow are here today—but not in sufficient number. There's need for another million of them.

There'll be more special-purpose cars —covered hoppers, gondolas and flats; box cars specially equipped to handle particular commodities. Most noticeably, there'll be more flat cars—or perhaps more gondolas—carrying truck-trailers, or some form of all-purpose freight container. Cars in general may be a little lighter. And they'll probably be a little bigger, as development and widespread acceptance of "incentive rates" lead to the heavier loadings which railroads alone are geared to handle on a national, all-commodity basis.

elements



TOMORROW'S RAILROAD . . .



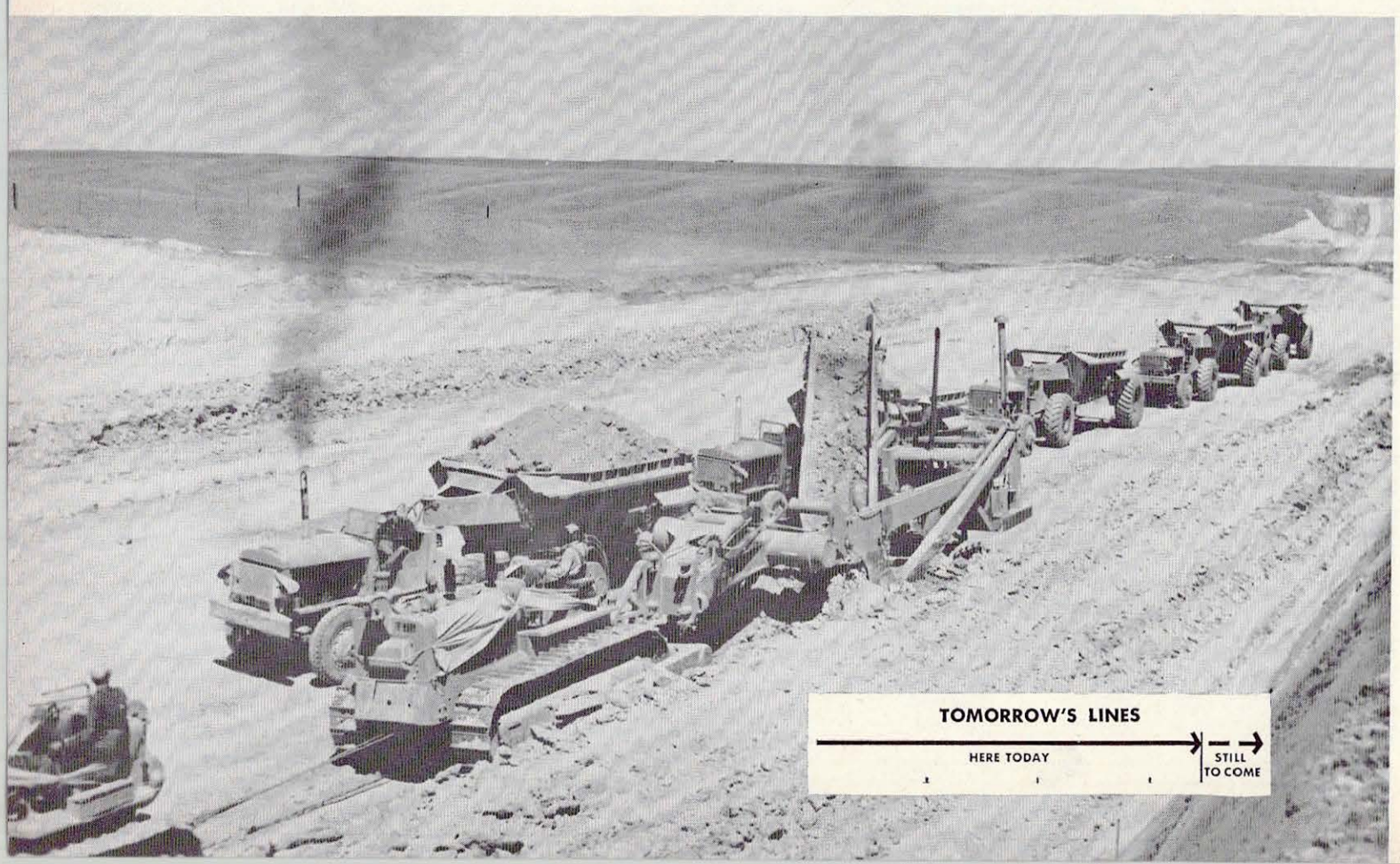
The great train will roll on straight and level lines over

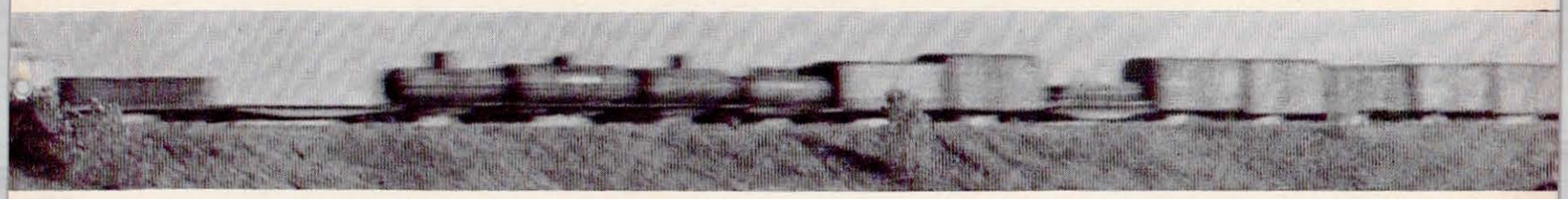
Tomorrow's trains will run on straighter lines; climb and descend fewer hills. They'll do it because today's giant earth-moving machines—wheeled scrapers, power shovels and the like—will finally overcome what's left of the legacy of heavy grades, sharp curves and unnecessary distances so often inherited from the limited capital and primitive equipment of the original builders.

Not all lines, of course, need to be rebuilt. Thousands of miles—probably almost 90% of the country's most heavily-trafficed routes—already have generally acceptable conditions of grade and curvature. In that respect, tomorrow's railroad is largely here today. Other thousands of miles of branch and secondary line lack the traffic density which would justify the expense of rebuilding. But there remain 5,000 or more main-line route-miles which should be, and eventually will be, relocated and rebuilt.

Some jobs affecting, say, 4,000 miles, will be major. They will involve deep cuts, high fills, bridges, tunnels, along some entirely new route. Other jobs, aggregating perhaps another 1,000 miles, will be minor. Just cutting out a single sharp curve, chopping down some pesky little hill, doing away with a few busy highway crossings. Major or minor, the objective of all will be the same—to combine capital and engineering so as to obtain the best line permitted by topography and economy; and, thus, to achieve production of maximum-speed, maximum-tonnage transportation with minimum use of locomotive power.

. . . built and maintained by





smooth and perfect track . . .

The track which will surmount tomorrow's new or rebuilt lines will closely resemble the track of today. There'll be more long, welded rail, or "frozen" joints; fewer bolted joints. The rail, itself, may be better, metallurgically. But it will still be steel rail, laid on treated wooden ties imbedded in free-draining ballast.

The big changes won't be in track itself, but in methods of keeping it in perfect shape for ontime performance by the trains that use it.

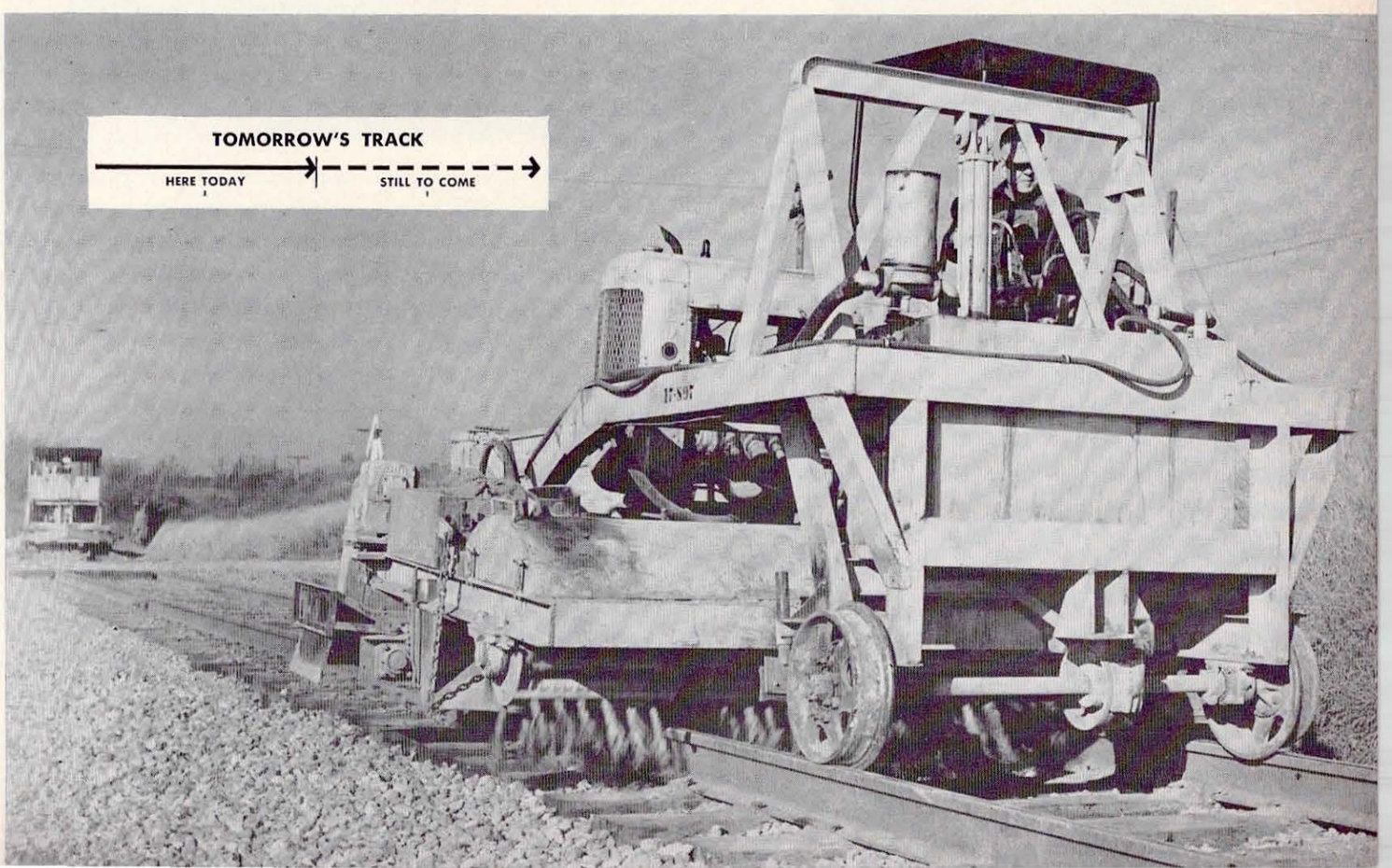
On tomorrow's railroad, that work will all be done by machines even more ingeniously complicated than those which do so much of it today. There'll be, for example, one-man machines capable of performing simultaneously a number of track maintenance tasks. There'll be others, electronically controlled, for surfacing and lining track. They'll be operated by the skilled descendants of the picturesque but inefficient gandy dancer.

Their work will be programmed long-range. Much of it will be carried out on a "cycle" basis. Gangs of specialized men and specialized machines will go thoroughly over all track at several-year intervals. It will need only minor attention in between.

The result will be better track, maintained in better condition, with less total attention and at lower overall cost.

(Continued on page 40)

ingenious machines



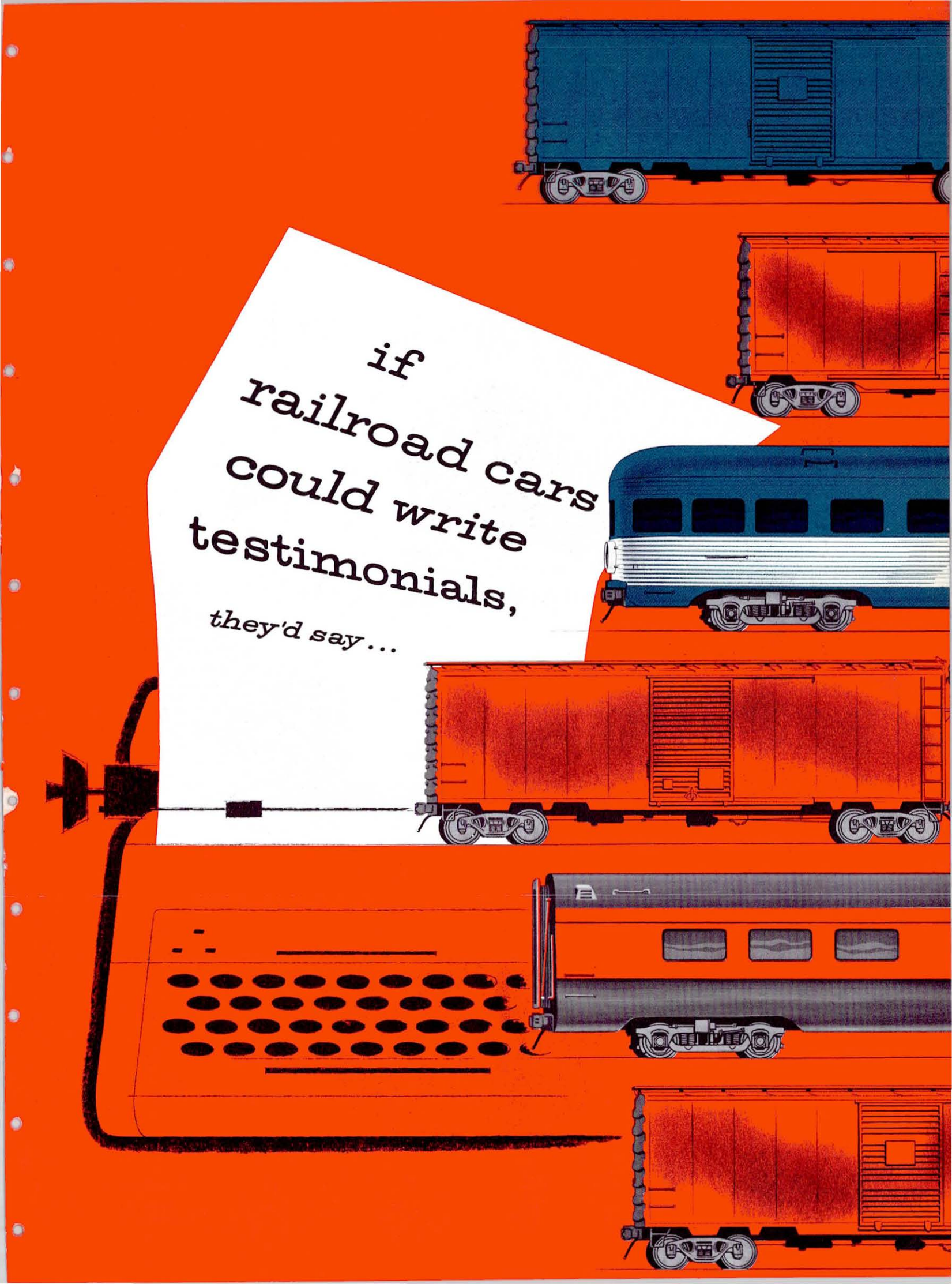
WHERE IT IS? WHEN IT WILL GET THERE? Your Erie traffic representative can answer your questions in a hurry. If the information you need isn't *already* at his fingertips, he'll *get* it — fast — through Erie's "Quick Action" car locater service. It's another important example of Erie's complete **customer service** — developed to anticipate customers' needs, provided to further assure the dependable rail service you want. These two words, **customer service,** represent our way of running a railroad — of matching operations of every department to your shipping needs. For a "demonstration" call your nearest Erie man the next time you ship to or from the important industrial area served by the dependable Erie.

ERIE

. . . symbol of dependable **customer service!**

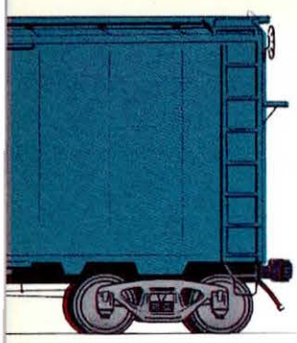
Erie Railroad

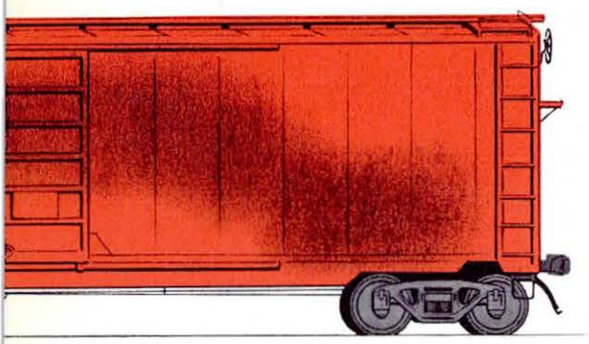
Dependable Service For The Heart Of Industrial America

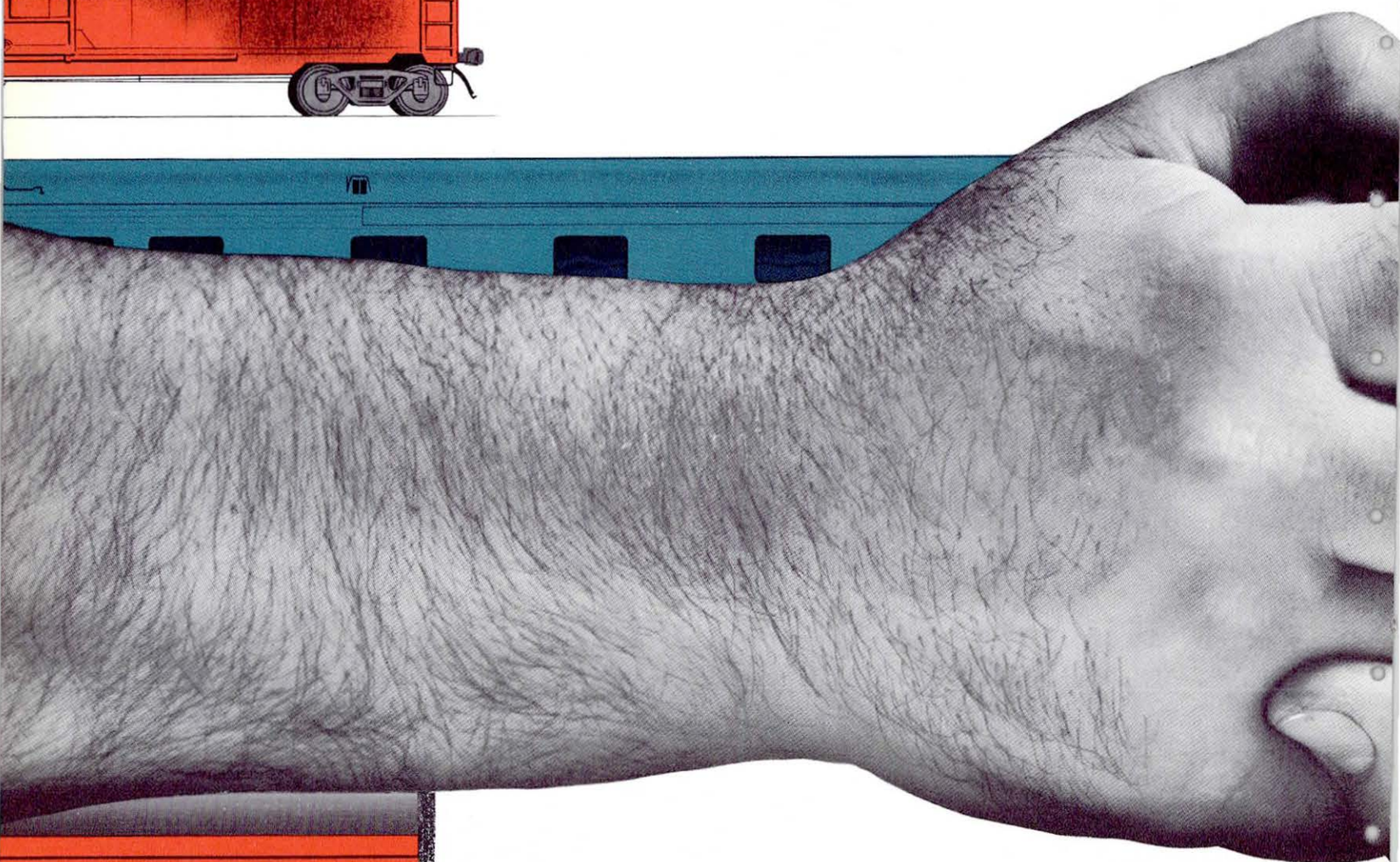

if
railroad cars
could write
testimonials,
they'd say...

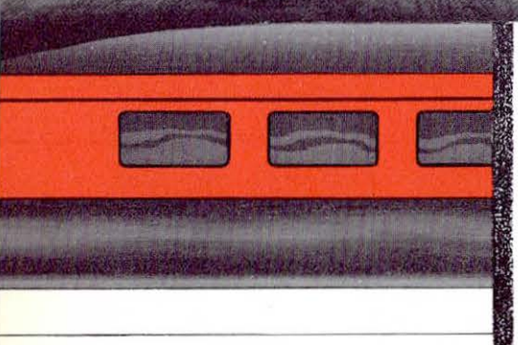
"IT'S THE ASF

Today's Modern Traffic Handling Demands Maximum Strength in Car Couplings







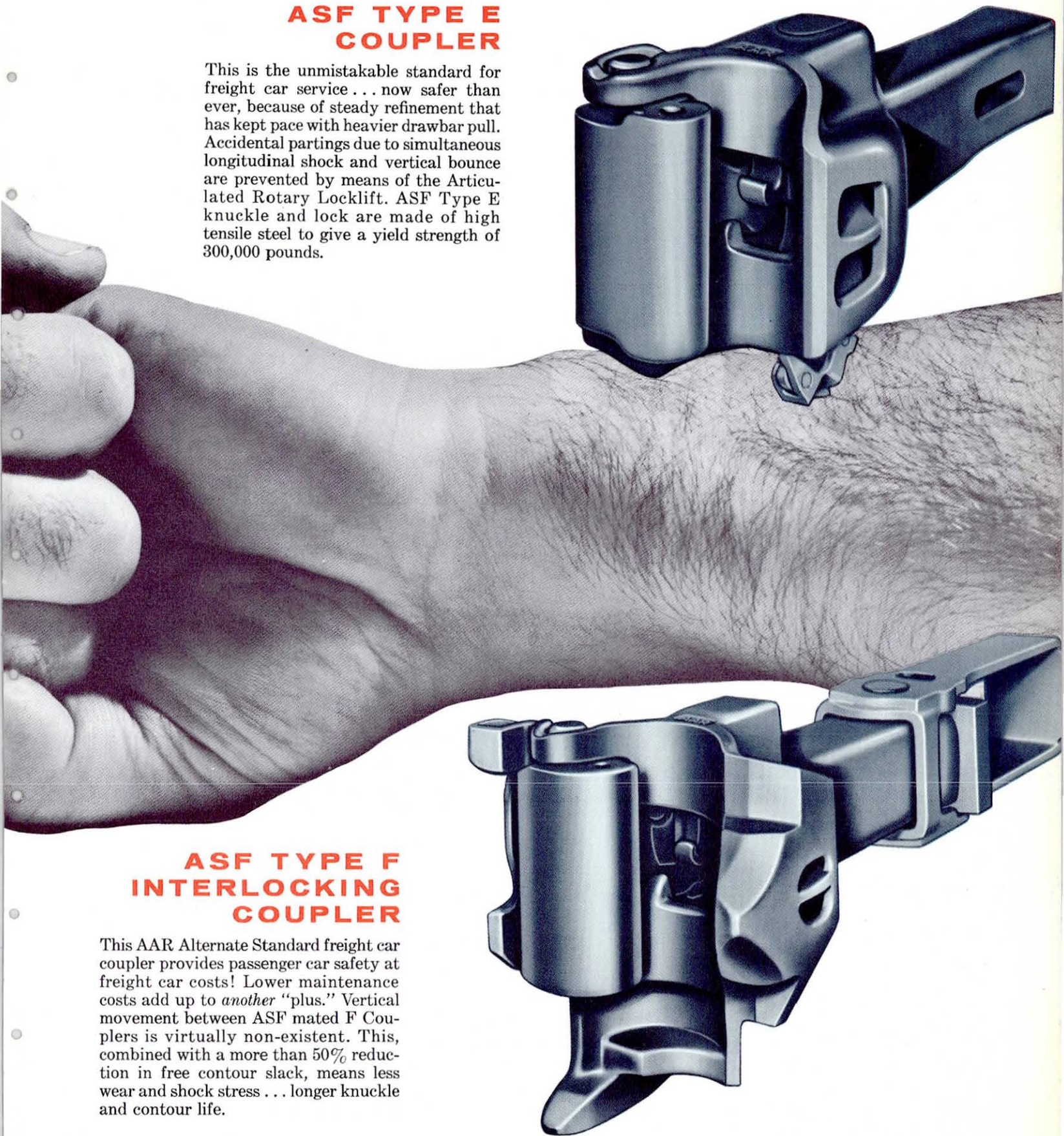


At American Steel Foundries, maximum strength in car couplings is taken seriously. So seriously, in fact, that absolute coupler *perfection* is taken for granted. As engineers in steel, we are constantly striving to *improve* on perfection . . . aspiring to make ASF Couplers (only ASF makes all four AAR-APPROVED designs) the safest links between railroad cars the world has ever known. This is the yardstick by means of which we evaluate ourselves. This is the motivating force that keeps our research and quality control people burning the midnight oil.

GRIP THAT COUNTS!"

ASF TYPE E COUPLER

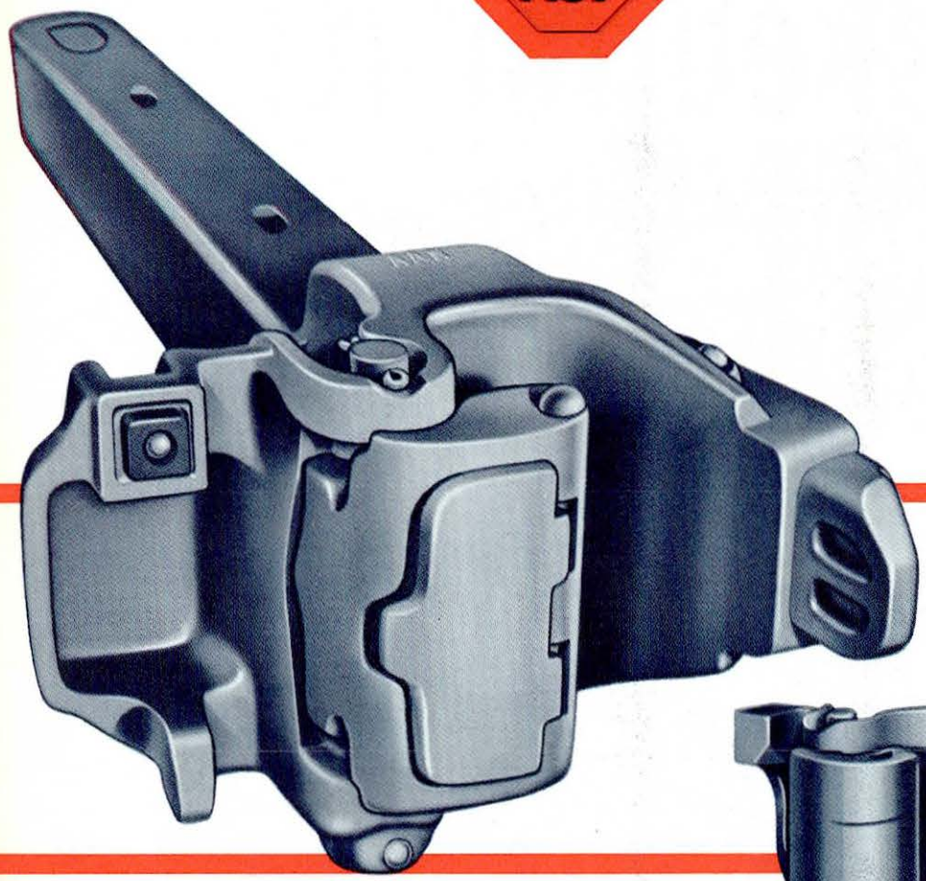
This is the unmistakable standard for freight car service . . . now safer than ever, because of steady refinement that has kept pace with heavier drawbar pull. Accidental partings due to simultaneous longitudinal shock and vertical bounce are prevented by means of the Articulated Rotary Locklift. ASF Type E knuckle and lock are made of high tensile steel to give a yield strength of 300,000 pounds.



ASF TYPE F INTERLOCKING COUPLER

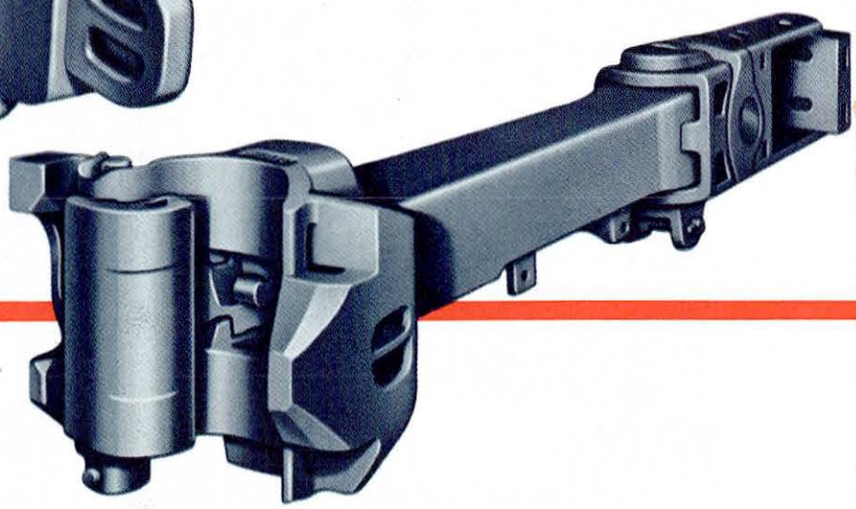
This AAR Alternate Standard freight car coupler provides passenger car safety at freight car costs! Lower maintenance costs add up to *another* "plus." Vertical movement between ASF mated F Couplers is virtually non-existent. This, combined with a more than 50% reduction in free contour slack, means less wear and shock stress . . . longer knuckle and contour life.

"IT'S THE ASF GRIP THAT COUNTS!"



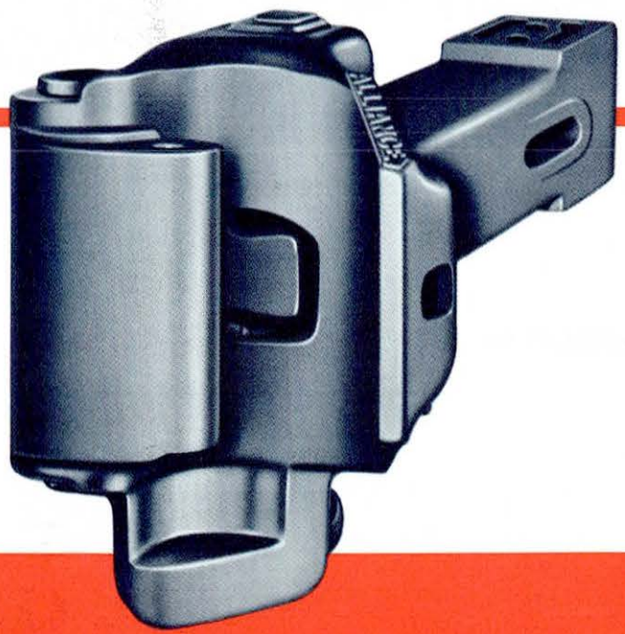
ASF CONTROLLED SLACK COUPLER

Maximum safety and operational smoothness—combined with minimum cost—make this the ideal coupler for new passenger cars. ASF's Controlled Slack Coupler solves the problems of objectionable coupler noise and the shocks of free slack. It positively interlocks, both vertically and horizontally . . . and mates with all AAR Couplers, as well as older MCB Couplers.



ASF TYPE H TIGHTLOCK COUPLER

The ASF Type H Tightlock Coupler is the premium coupler for passenger car use. Mating is unbelievably close, and stresses are distributed over a larger surface area, because ASF *machines* the components of this coupler to precision tolerances.



ASF ALLIANCE® INTERLOCKING COUPLER

This service-proved coupler offers railroads operating outside AAR interchange territory all the safety features of vertical interlocking. Dependable performance on thousands of railroad cars throughout the world attests its worth.

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ILLINOIS CENTRAL *Piggy-Back* EXTENDED AGAIN!

These days not too many companies are expanding facilities. But in the case of Illinois Central Piggy-Back, the demand from shippers has extended the service again and again. Here's the box score:

1. Chicago . . . Memphis
2. Chicago . . . Memphis . . . New Orleans
3. Chicago . . . St. Louis . . . Memphis . . . Jackson . . . New Orleans
4. Chicago-St. Louis . . . Birmingham
5. Chicago . . . Monroe, La.; Shreveport, La. and Southwest
6. St. Louis . . . Monroe, La.; Shreveport, La. and Southwest

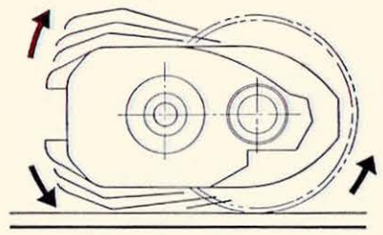
There's little wonder that Illinois Central Piggy-Back is growing fast. It combines truck flexibility with fast, dependable rail transport, provides door-to-door convenience in all kinds of weather. Ship Illinois Central . . . ship Illinois Central PIGGY-BACK!

ILLINOIS CENTRAL

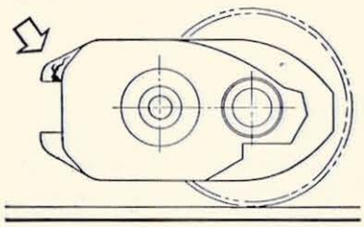
Main Line of Mid-America

A NEW IDEA IN TRACTION MOTOR PROTECTION –

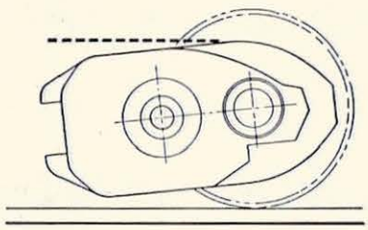
LORD traction motor nose supports



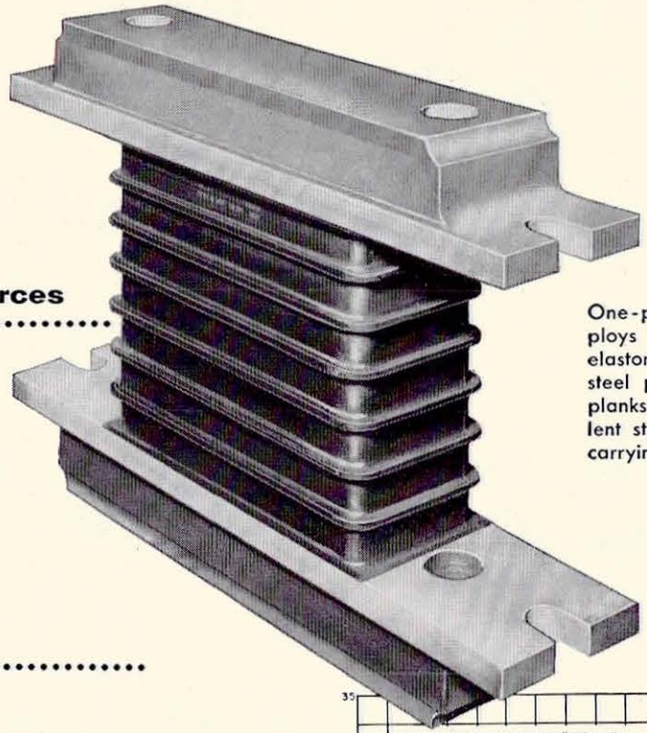
cushion damaging shock forces



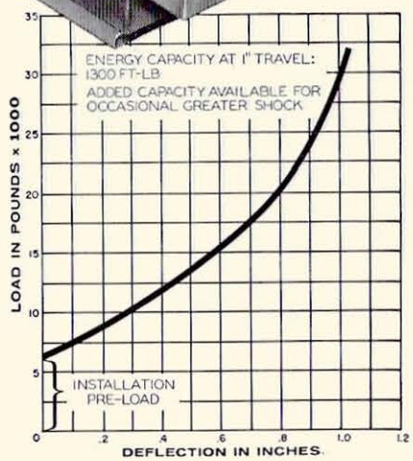
end motor nose lug failure



assure non-sagging support



One-piece construction employs specially compounded elastomer bonded to multiple steel plates and two spring planks. Design provides excellent stability and high load-carrying capacity.



Stiffness characteristics of Lord Nose Supports increase gradually, permitting smooth absorption of all road shocks and torque impulses.

Here's the answer to costly maintenance of locomotive traction motors caused by heavy wheel-to-rail shock.

LORD Traction Motor Nose Supports effectively cushion all damaging reactions during sudden load changes, slip-grab conditions and reverses. Using the excellent shock absorption properties of rubber in compression, the high-strength bonded rubber units give full protection against even the heaviest shock loads. No solid "bottoming" is possible. And destructive vibrations are controlled.

Installed pre-compressed, they always provide positive energy absorption and overcome the problem of sagging supports. Long service life is insured by custom-compounded elastomer. No maintenance is required other than possible replacement of wear plates.

Designs are available for economical replacement of traction motor nose supports on all makes of diesel-electric locomotives. For additional information on this and other products for railroad application, call the nearest LORD Field Engineer or the Home Office, Erie, Pennsylvania.

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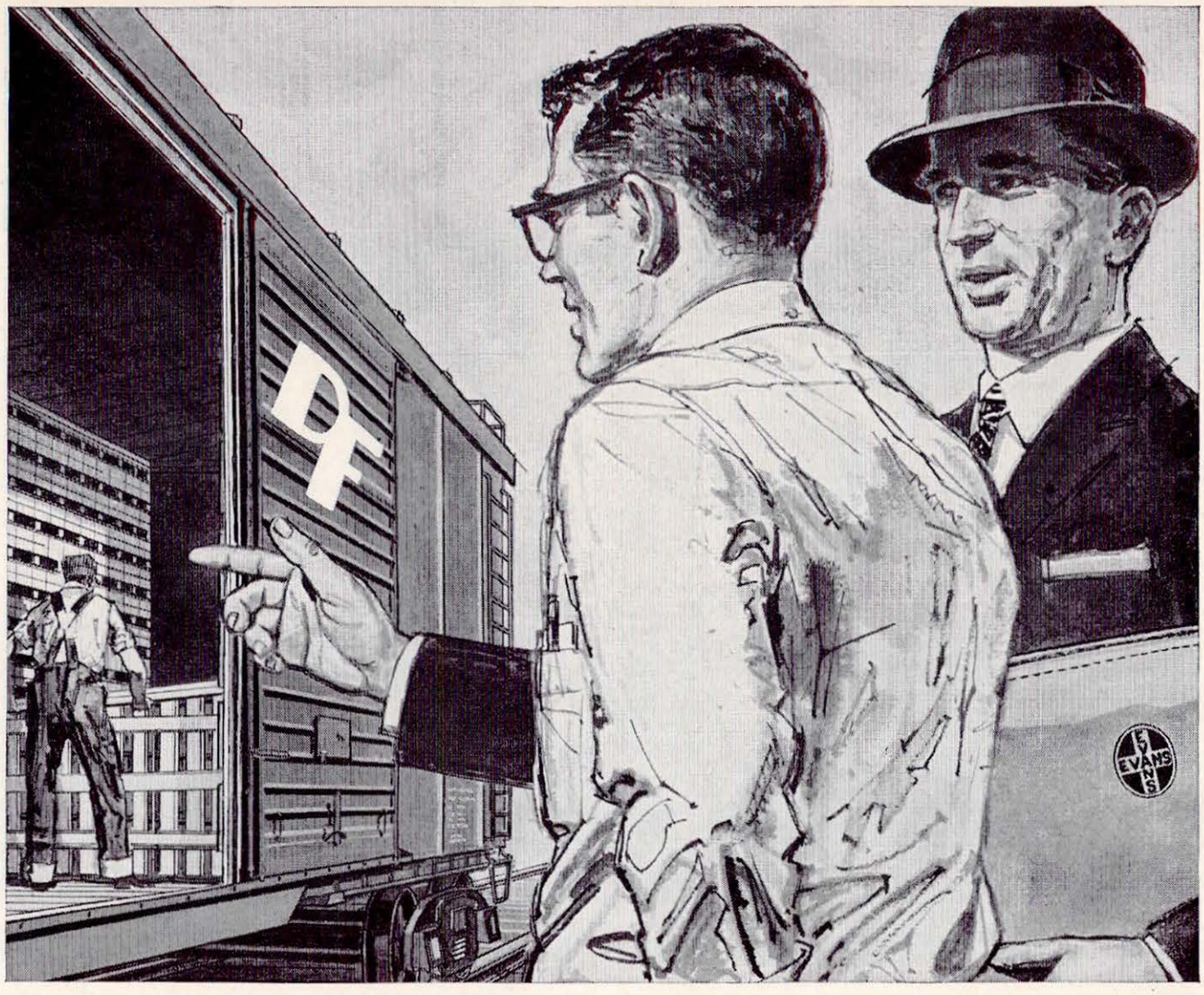
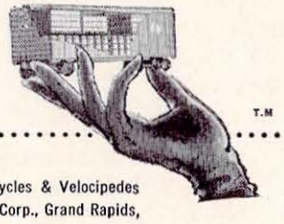


SURE CURE FOR TRANSIT DAMAGE:

Evans DF™ cars plus on-the-job consultation by an Evans loading engineer

Shippers who ask their railroads for Evans DF-equipped cars to eliminate transit damage and dunnage also can get on-the-job loading advice from an Evans Loading Engineer. Just let us know in advance of your first car's arrival. An Evans Loading Engineer's services are free . . . his advice is backed by our 43 years' experience in transit damage protection. 49 Class I railroads now provide Evans DF cars at no extra cost. Specify DF cars for *your* next shipment!



THE "KID GLOVE TREATMENT"™ that locks in lading . . . eliminates damage and dunnage

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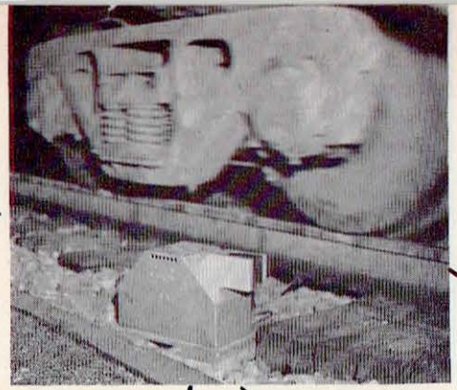
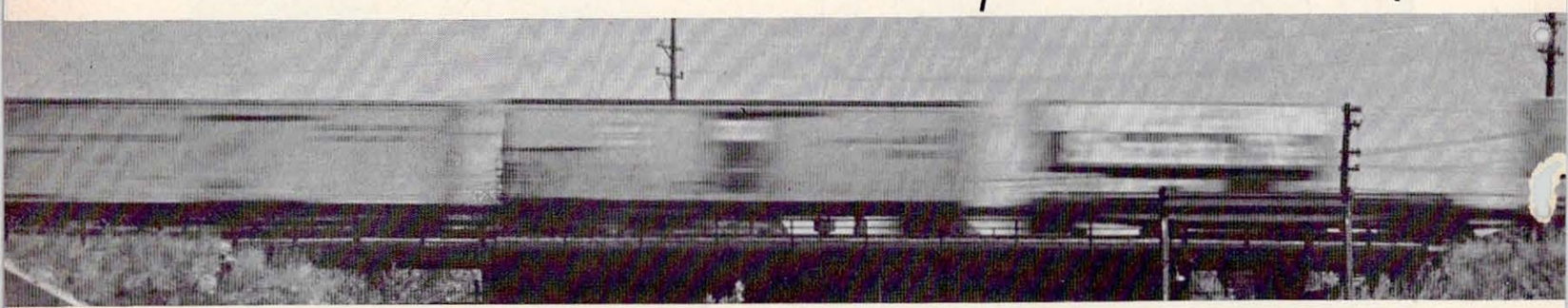
TOMORROW'S RAILROAD . . .



Yards, signals, tracks, cars, locomotives —all these are basic to any railroad. But behind them, on tomorrow's railroads, will be something more—a guiding, controlling, connecting force—a brain and nervous system.

Thanks to modern marvels wrought by electronics in the fields of communications and computation, a good many railroads have such a system, in whole or part, today. Tomorrow, these systems, still further improved, must and will be universally applied both on and between individual railroads.



Behind the ever-rolling train: communications, yards, ...all interlaced

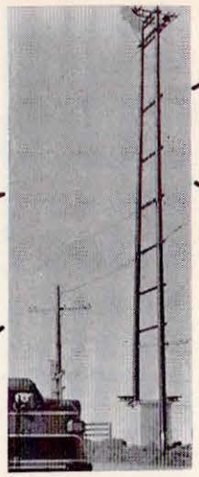
Communications, today and tomorrow, may take many forms—transmission of the human voice; of printed messages; of punch card data; of photographic reproductions; and of visual images. They may be transmitted by many means. Carrier, radio, microwave, telephone, printing telegraph, facsmile and television will be applied singly, or in combinations, to do the nervous system work—i.e., to communicate.

Whatever their physical form, tomorrow's communications—like those already in use—will be installed and operated for one primary purpose. That will be to tie all parts, and all personnel, of an entire railroad—and even of connecting railroads—into one coordinated whole. Offices will be in constant touch with each other, with moving trains, with bridge and track maintenance gangs. Enginemen will talk by radio to their own rear-end crews, to other trains, and to dispatchers. Yardmasters will be able to give immediate orders to switch crews. Car inspectors can make prompt reports of any needed repair work—and men and tools can be sent at once to handle it.

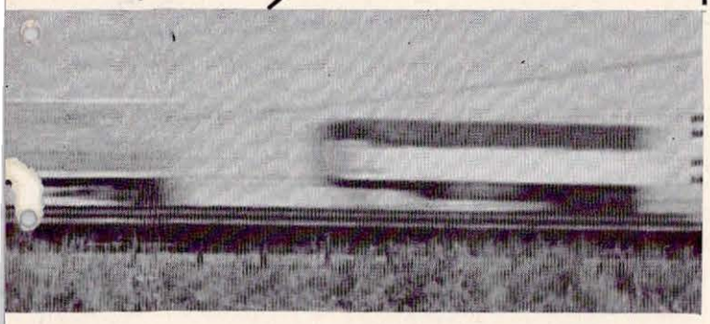
This widespread exchange of information will bring with it equally widespread benefits for railroads and their customers alike.

- Loaded cars will encounter fewer delays. They will begin their journeys more quickly. With closer supervision of switch crews and inspection forces, they can be pulled sooner from loading tracks, made up into trains in less time. Initial waybilling will be made simpler and faster.
- The same cars, once on the road, will be under closer surveillance and better control. Movement can be accelerated; delays avoided; diversion and reconsignment orders more easily executed.
- Shippers will get faster, more accurate, more frequent reports on the progress of their freight. Many railroads, even now, have excellent reporting systems, which can give the location of any car within a few minutes. Such systems, further refined and widely extended, will be routine on the railroads of tomorrow.
- Yard operation will be faster and more accurate. Over and above advances

in yards, themselves, improved communications will provide earlier and better knowledge of work to be done. Long before any train reaches a yard, its consist will have been received. Its classification will have been planned ahead. Television cameras viewing the train as it rolls in will double check this preliminary data. Inspection and repair time—reduced once by better cars—will be cut again by advance warning, flashed ahead from trackside indicators, of any dragging equipment or of the few incipient hot boxes that may still occur.



• Each yard, in turn, will pass on to the next information on the work it has done, and on what the next yard has still to do.



men, computers, will be . . .

into one nervous system

Add, from yard to yard, the fingertip guidance of CTC—and rapid movement, surely maintained for all freight, will be the stock in trade of tomorrow's railroads.

As communications will constitute the nervous system of tomorrow's railroads, so electronic computers—already installed on many railroads—and mechanical accounting, will be their brain. Combined, they will bring still more benefits to the railroads and those who use them.

• Car distribution—and placement for loading—can be better handled.

• Freight shipments can be billed more quickly, more accurately, less expensively. Or—if credit regulations ever permit—statements can be assembled and rendered periodically.

• Freight claims can be handled with less paper work, and settled sooner.

• Interline accounting—for car service balances, repair charges, freight bills—will be easier and less costly.

• Materials and supplies can be inventoried on a perpetual basis. Individual items can be reordered automatically when stocks sink to a predetermined level.

• Payrolls, accounts payable, dividend disbursements can be mechanically handled.

• Ever-mounting costs can be better controlled, because operating and statistical reports to management—and public—will be more quickly available. At least one major railroad, for example, is even now thinking ahead to the not-far-distant day when its president can have on his desk each morning a complete summary of all operations, income and expenses for the day before.

• Costs will be accurately known, for the first time, through integrated data processing. With that new knowledge, railroads will be able—also for the first time—to make rates based more nearly on costs. Such rates will be above attack by railroad rivals—or by railroad customers. They will reflect the railroads' inherent advantages on long-distance mass movements. Conversely, they will show what unprofitable traffic might better be left for competitors to handle. But above all, they will be rates which will attract and move traffic. And by so doing, they will produce the business and the revenues which will make financially possible the already technically possible railroads of tomorrow—and of the day after tomorrow!

Tomorrow's communications—tomorrow's computers—are here today. Like so many other parts of tomorrow's railroads, they are already in use—in places. They are known. They are practicable. They are available. As with so many other aspects of tomorrow's railroads, their extension, their universal use, is a matter of time—and financial ability.

TOMORROW'S COMMUNICATIONS

HERE TODAY → STILL TO COME

Its opportunities are encouraging,

Air Rights

. . . over terminals and yards will be sold or leased to a much greater extent than at present. Object: To increase income; offset rocketing taxes. Rights-of-way will be made to serve the same purpose. Some already have been made available for possible pipe lines. Feasibility of incorporating certain portions of others with city transit systems is under study. Idea of building highways over rail tracks—not new—still crops up at frequent intervals. Industry-wide effort to dispose of, obtain income from, or get rid of, any and all property not required for actual transportation operations will continue with increased intensity. More and more unneeded stations, for example, will be sold, rented, or demolished.

Buildings and Structures

. . . will be designed for maximum life with minimum maintenance. In bridges, there will probably be greater use of prestressed concrete; more reliance on welding, or high-strength bolts in place of rivets. In buildings, trend will be toward types of construction that combine utility, economy, permanence—cement block, pre-framed, pre-fab. Buildings used by personnel or public will incorporate such work-easing surroundings as fluorescent lighting, air conditioning, acoustical tile ceilings, asphalt tile floors, attractive interior coloring. Designs will be functional, pleasing, pleasant—but without frills. There'll be no more costly cathedral-like passenger stations—unless the public antes up with the same liberality it has shown toward air terminals.

Electrification

. . . will meet with renewed and revived interest, as the application of central station power to locomotive performance improves in efficiency and economy. At least one road—blessed with a relatively constant flow of heavy traffic—is thinking seriously (though not yet talking) about conversion.

Highway Crossings

. . . will be far less numerous, as government assumes to an increasing extent its now well-recognized responsibility to pay for their elimination. Most of those that remain will be fully protected by automatic or centrally controlled gates or signals.

Industrial Development

. . . will be intensified, as a means of winning more traffic from expanding, decentralizing industry.

Integrated Service

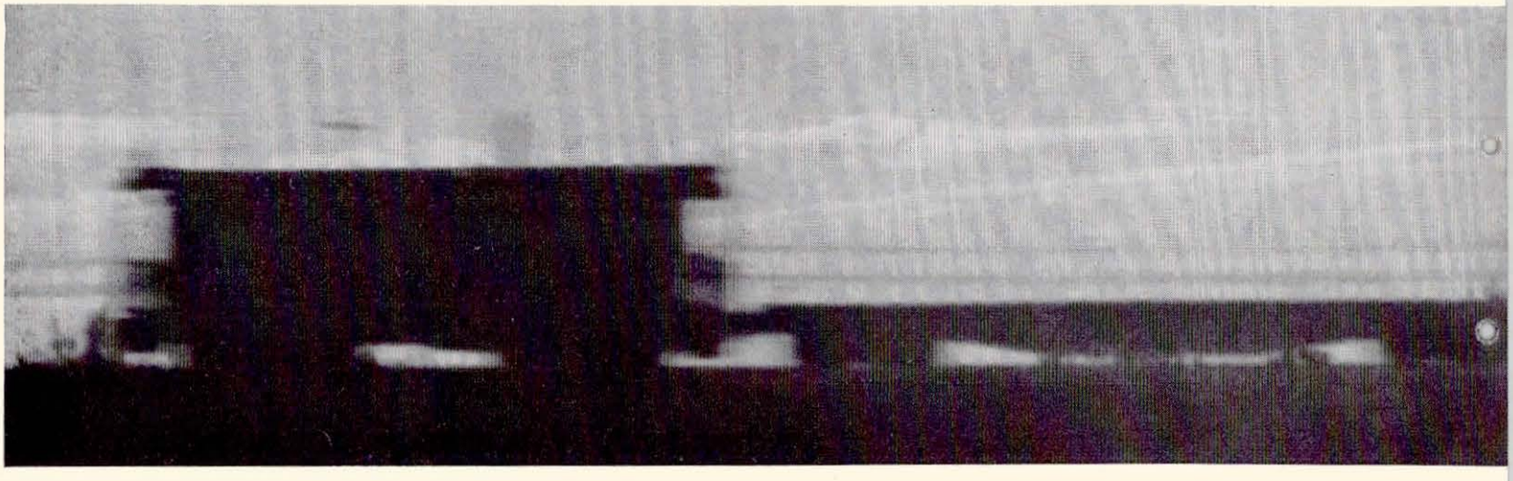
. . . with shipments moving by two or more forms of transport will become more common. Thanks to piggybacking, such integration is already well established though on a still relatively small scale. It will go farther, as piggybacking continues to increase in volume; as interchangeable containers are developed; as competing modes of transport learn they can help themselves—and their customers—by working together instead of separately.

Joint Use

. . . of yards, terminals, freighthouses, interlocking plants, parallel trackage, will become increasingly common. Such coordination, even between separately managed companies, holds largely unexplored possibilities for cutting cost of service without impairing quality.

Mail, LCL and Express

. . . will be more efficiently handled. Surface of opportunities for mechanization in these fields has hardly been scratched. Mechanical aids should bring better service at lower unit cost.



exciting, challenging

Mergers and Consolidations

. . . will be continued. At least four merger proposals, involving 11 major companies, are presently under serious study. Some of these seem sure of eventual consummation. Other studies will be initiated. In the end, there will be fewer individual railroads. Those that remain will be stronger; will reap economies resulting from centralized management, elimination of duplicate facilities, concentration of work where it can be most efficiently done.

Passenger Service

. . . will be concentrated where it is most needed; where it stands the best chance of being profitable, or at least of breaking even.

Basically, this seems most likely to mean middle-distance (300-1,000 miles) coach runs, and long-distance (1,000-mile or more) luxury trains, with some inevitable overlapping between the two. Market for middle-distance coach would lie with those people who do not need airplane speed—and would not ride buses if rail rates were comparable. Long-distance luxury has appeal for those to whom comfort and convenience mean more than speed or price.

Rates

. . . will be based more nearly on cost of service. To an increasing extent, they will be constructed on an "incentive" basis. By putting a premium on heavy loading, they will reflect the railroads' inherent advantages as mass carriers. Combined with simplified, more readily comprehensible tariffs, they will make it easier, more profitable for shippers to use rail freight.

Research

. . . will reach out to—and beyond—horizons unseen today. Until relatively recently, research was pretty much left up to railroad suppliers. Now, individually and through the Association of American Railroads, the carriers are evening the score—going heavily into research themselves. The very nature of research makes it impossible to predict its product, today, tomorrow or 10 years from now. But here are just a few of the things some progressive railroad men would like to see, and which research could produce:

(1) An electric brake, faster and more positive even than today's superior air brakes, to cut down slack action in freight trains.

(2) An automatic, self-alining freight-car coupler, with built-in air or electric brake lines, to save time in train makeup.

(3) Some system for automatic bleeding of air from freight-car brake cylinders on arrival in yards.

(4) An inexpensive power switch machine for remote or local control.

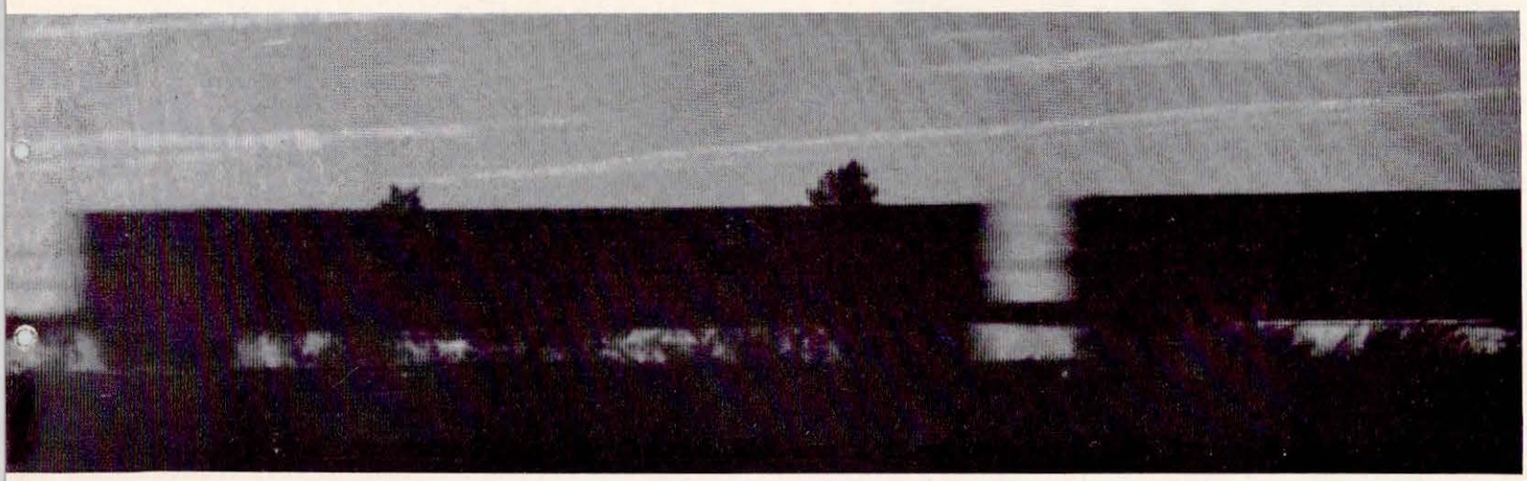
Shops

. . . will be modernized; planned for more efficient production along assembly-line techniques. The change is already well advanced—probably, in fact, nearly complete—so far as locomotive shops are concerned. There, it was forced by conversion from steam to diesel power. But too large a proportion of car repair work is still done under inefficient working conditions. New car shops, yet to be built, will be designed to insure an orderly flow of work, efficient performance of that work, and effective supervision.

Standardization

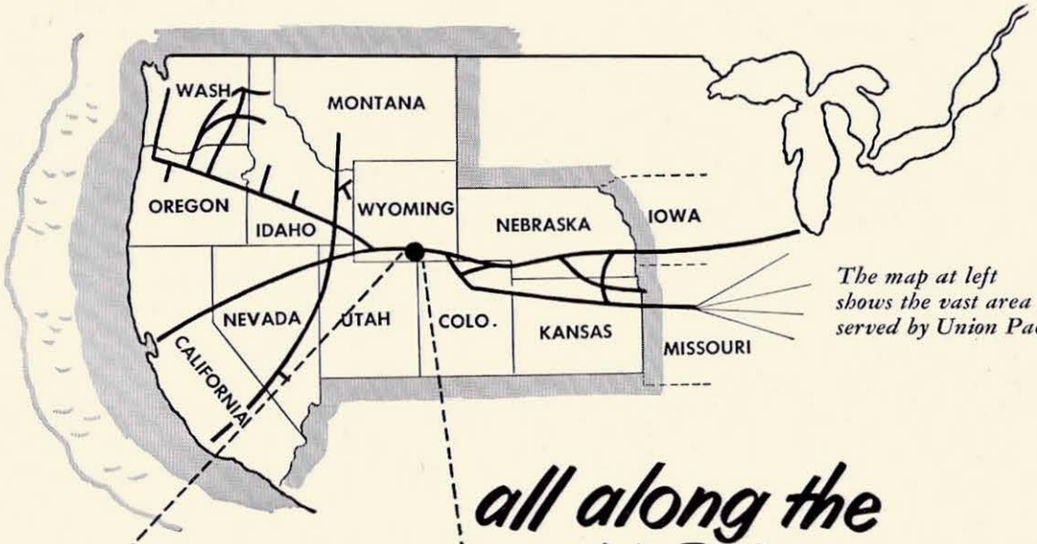
. . . of rolling stock will permit manufacturing economies which should be reflected in lower purchase costs; in smaller parts inventories. Further standardization—of track materials, for example—might well lead to joint buying by several railroads.

Common storehouses serving all railroads within a given area would be another logical development, and one already anticipated by some forward-looking purchasing officers.



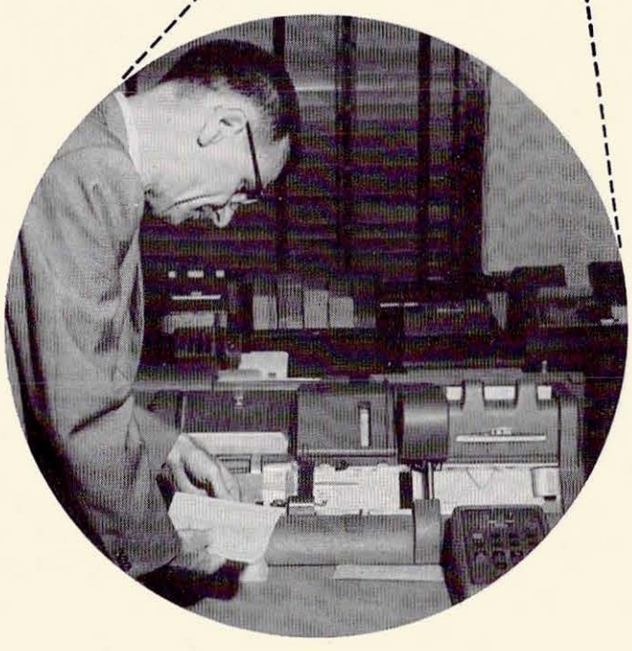
A SPOT CHECK

ON YOUR FREIGHT . . .



The map at left shows the vast area served by Union Pacific

all along the U.P. lines



You trigger a system of electronic reporting when you route freight via Union Pacific. Hour by hour, shipments are spot-checked, not just at points along our lines but in all of our offices across the nation.

Whenever requested, your nearest U.P. representative can promptly pass on to you the last minute information about the progress of your shipment.

Freight Service at its best
From and to all the West

UNION PACIFIC *Railroad*

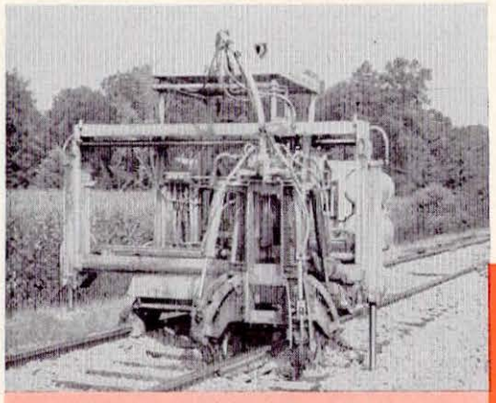
OMAHA 2, NEBRASKA

Making Track Last Longer

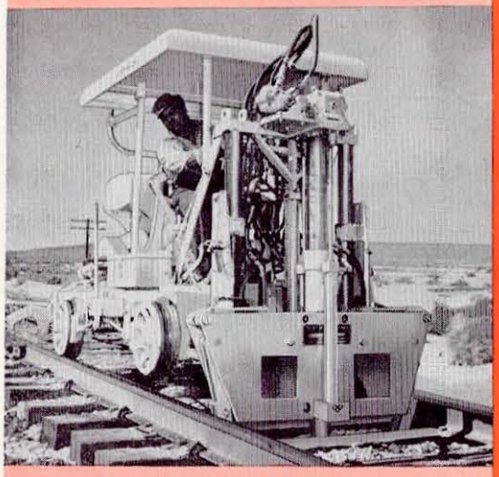
on the Southern Pacific

R.M.C. Machines are making substantial contributions to the reduction of track maintenance costs on the Southern Pacific system lines.

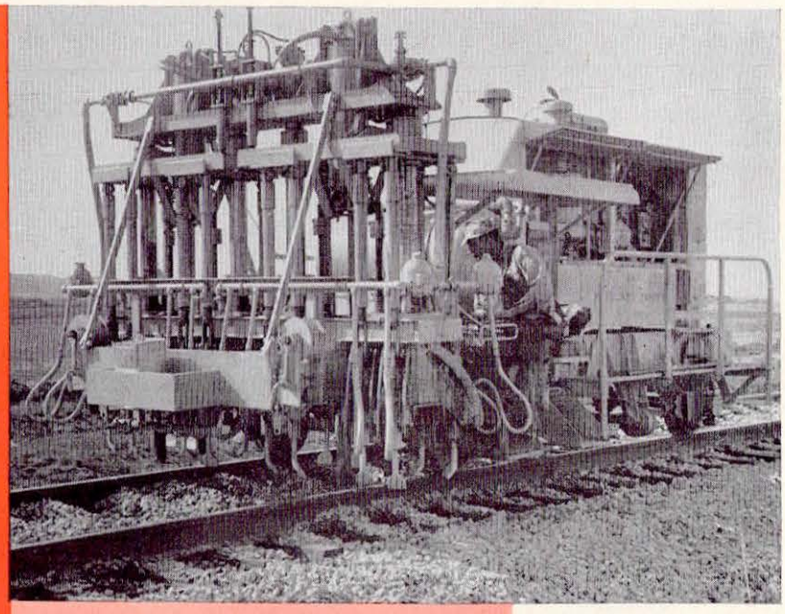
Here, as on 60 other progressive railroads which use R.M.C. Machines, good surface and line last longer without additional maintenance.



McWILLIAMS SPOT TAMPERS
Providing big-tamper ballast compaction, these are effective in spot surfacing, yard and terminal maintenance.



R. M. C. LINEMASTERS
Lining 1,000 to 2,000 feet of track per hour, these require only an operator and one man for sighting.



McWILLIAMS PRODUCTION TAMPERS
These finish tamp any raise up to 6". Will tamp up to 720 feet per hour.

Railway Maintenance Corporation

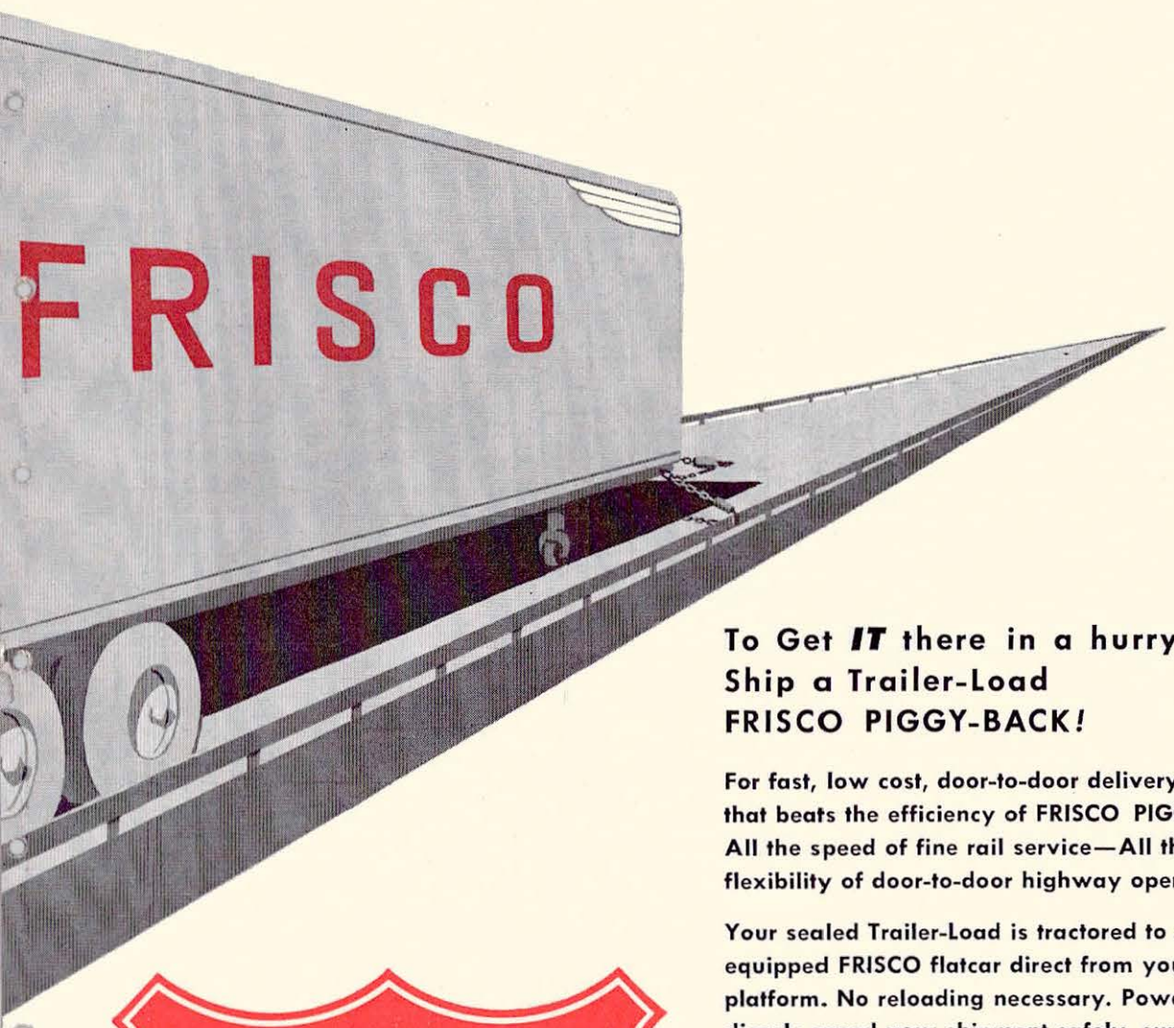
PITTSBURGH 30, PA.

McWilliams Mole and Super Mole . . . McWilliams Tie Tamper, Spot Tamper, Jack Tamper and Ballast Distributor . . . TieMaster . . . LineMaster . . . SpikeMaster . . . Tie Unloader . . . Bridge Tool Machine

SHIP IT PI

MISSOURI • KANSAS • ARKANSAS • OKLAHOMA • TE

GGY-BACK



To Get *IT* there in a hurry . . . Ship a Trailer-Load FRISCO PIGGY-BACK!

For fast, low cost, door-to-door delivery there's nothing that beats the efficiency of FRISCO PIGGY-BACK. All the speed of fine rail service—All the terminal flexibility of door-to-door highway operation.

Your sealed Trailer-Load is tractored to a specially equipped FRISCO flatcar direct from your own plant platform. No reloading necessary. Powerful FRISCO diesels speed your shipment safely, surely, on time . . . at special, low Piggy-back rates.

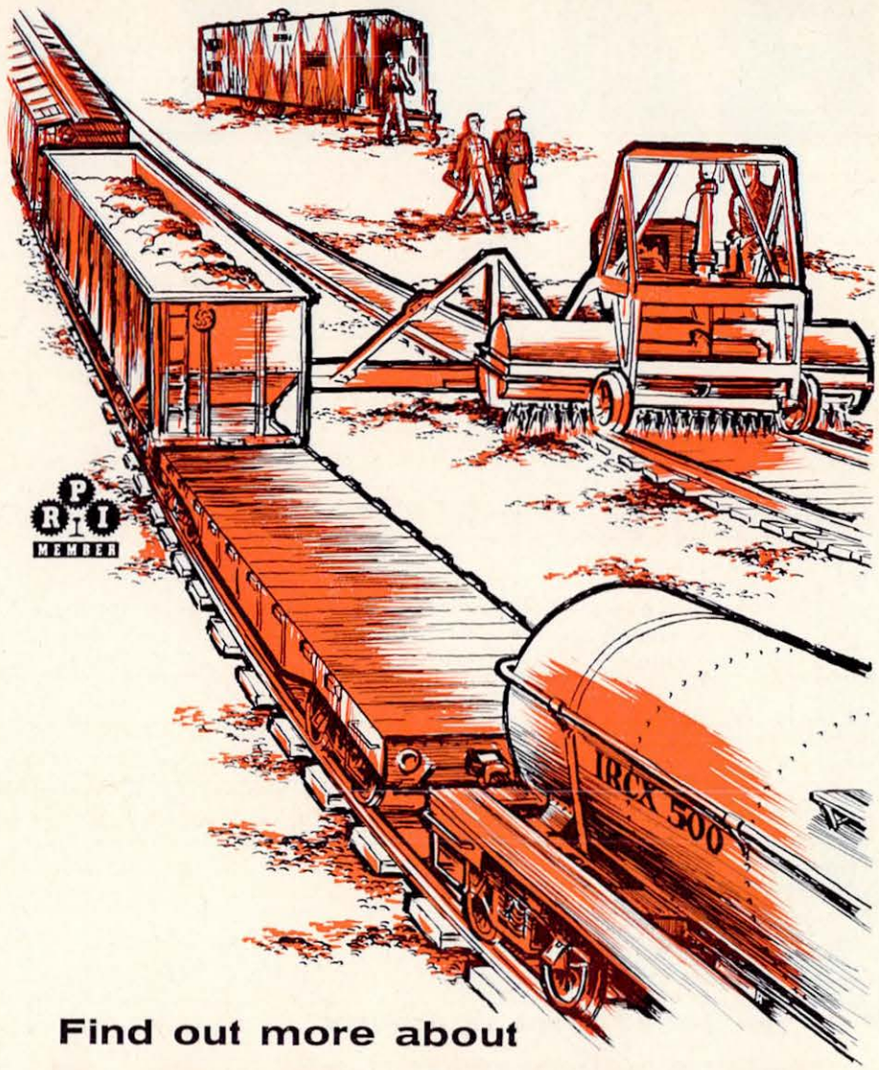
Destination delivery from flatcar is via tractor—right to your customer's receiving door. Saves time, eliminates extra handling, saves money!

Ask your FRISCO Sales Representative about low Trailer-Load rates for that next shipment—he'll show you why it's best to ***Ship IT Piggy-Back*** *On the Frisco!*

FRISCO

5,000 Miles Serving:

KAS • TENNESSEE • MISSISSIPPI • ALABAMA • FLORIDA



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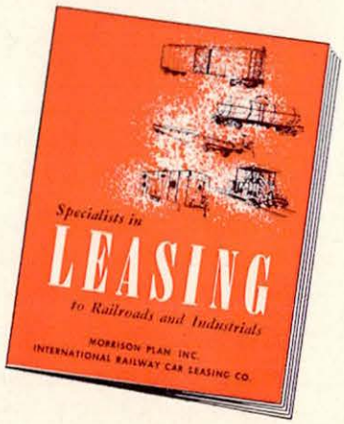
railway cars and equipment

Our existing leases with leading railroads and industrials, involving millions of dollars, establish our position as leaders in this field of modern finance.

write for our new booklet describing our leasing services



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INTERNATIONAL RAILWAY CAR LEASING CO.

Reconditioned revenue freight cars for railroads and industrials

810 RAND BUILDING • BUFFALO 3, NEW YORK

Current Publications

FROM THE MANUFACTURERS

INFRA-RED CAR THAWING EQUIPMENT. 20 pages, illustrated. Hewitt-Robins, Inc., Dept. RA, 666 Glenbrook Road, Stamford, Conn.

This booklet presents a technical description of infra-red heat rays and explains how they can be harnessed to speed unloading of frozen bulk material from freight cars. The text includes reprint of an article from Railway Age and case histories of four infra-red applications.

•

BULLETINS 5996 and 6207. The Electric Storage Battery Company, Exide Industrial Division, Dept. RA, P.O. Box 8109, Philadelphia. Free.

Thirty seconds daily suffices to put a battery on charge—the only daily maintenance job most users of electric industrial fork trucks will probably ever have; two minutes a day changes batteries for two-shift operations; three minutes per week handles watering requirement; and five minutes per month takes care of washing batteries. Step-by-step photos and instructions in the two bulletins show the recommended sequence for carrying out each of these operations, and how easily they are performed in the stopwatch times cited.

BOOKS

DIRECTORY OF RAILWAY OFFICIALS AND YEAR BOOK, 1958-1959, compiled from official sources under direction of the editor of the Railway Gazette, 596 pages. Tothill Press Limited, 33 Tothill st., Westminster, S.W. 1, London. 40 shillings.

In addition to the usual statistics and lists of officers of the various railroads throughout the world, the current edition of this valuable reference book has been expanded to include a section giving details on locomotive and car builders. Builders are listed by country and by product. There are also the usual company, subject and personnel indexes.

•

BULLETIN NO. 98. 100 pages, illustrations. Railway & Locomotive Historical Society, Baker Library, Harvard Business School, Boston. $2 to members; $3 to non-members.

The leading article in this issue is the story of the Lake Superior & Ishpeming, by Dr. Aurele A. Durocher. W. R. Hicks has contributed articles on the Emmitsburgh railroad and the Monocacy Valley railroad, two small lines that acted as feeders to the Western Maryland; Paul Warner has listed and described some interesting locomotive patents; Sidney Withington has presented an interesting account of the stock manipulation of Robert Schuyler on the New York & New Haven Railroad; and Harold Walker has produced an interesting account of the Whitneyville & Machiasport Railroad and its two early locomotives. Two brief papers by the late A. W. Newton are included and Charles E. Fisher has contributed a brief account.

PAMPHLETS

RAND McNALLY HANDY RAILROAD ATLAS OF THE UNITED STATES. 50 pages. Rand McNally & Company, 7 West 48th st., New York 20. $2.50.

Contains a railroad map of the U. S. and of each of the 48 states. Maps for some of the larger cities are also included.

NO PREMIUM!

NO PAINTING!

ERIE RAILROAD SAVES TWO WAYS WITH ALCOA ALUMINUM SIDING

The Erie Railroad recently installed 100,000 square feet of Alcoa® Aluminum Siding in their new Meadville, Pennsylvania, car repair shop after comparing costs with protected metal and stainless steel. They found that aluminum would *never* need protective painting—yet initial cost was lower!

They also discovered that good-looking, embossed aluminum siding offers other money-saving advantages: resistance to corrosion, smoke, fumes and grime; freedom from rotting and warpage.

When Erie required extra insulation—in machine shop, lumber mill, paint shop and storeroom—ALUMINUM SANDWICH WALL filled the bill. Its glass fiber wall will keep those rooms drier—easier and cheaper to heat and cool. And corrosion-resistant aluminum gutters, downspouts, sash, copings and gravel stops will save Erie many more dollars in upkeep.

Alcoa Aluminum is playing an ever-greater part in *profitable* railroading. To help you reduce costs, Alcoa has prepared two new booklets. *Alcoa Aluminum Building Products* contains technical information on aluminum roofing and siding sheet and is particularly valuable for engineers. *Sandwich Walls of Alcoa Aluminum* describes the application and advantages of this economical wall system. For your FREE copy, write Aluminum Company of America, 2180-K Alcoa Building, Pittsburgh 19, Pa. And for immediate help with any problem in aluminum, call your nearest Alcoa sales office.

Your Guide to the Best in Aluminum Value

"ALCOA THEATRE"
FINE ENTERTAINMENT
ALTERNATE MONDAY EVENINGS

SCARED TO PROGRESS
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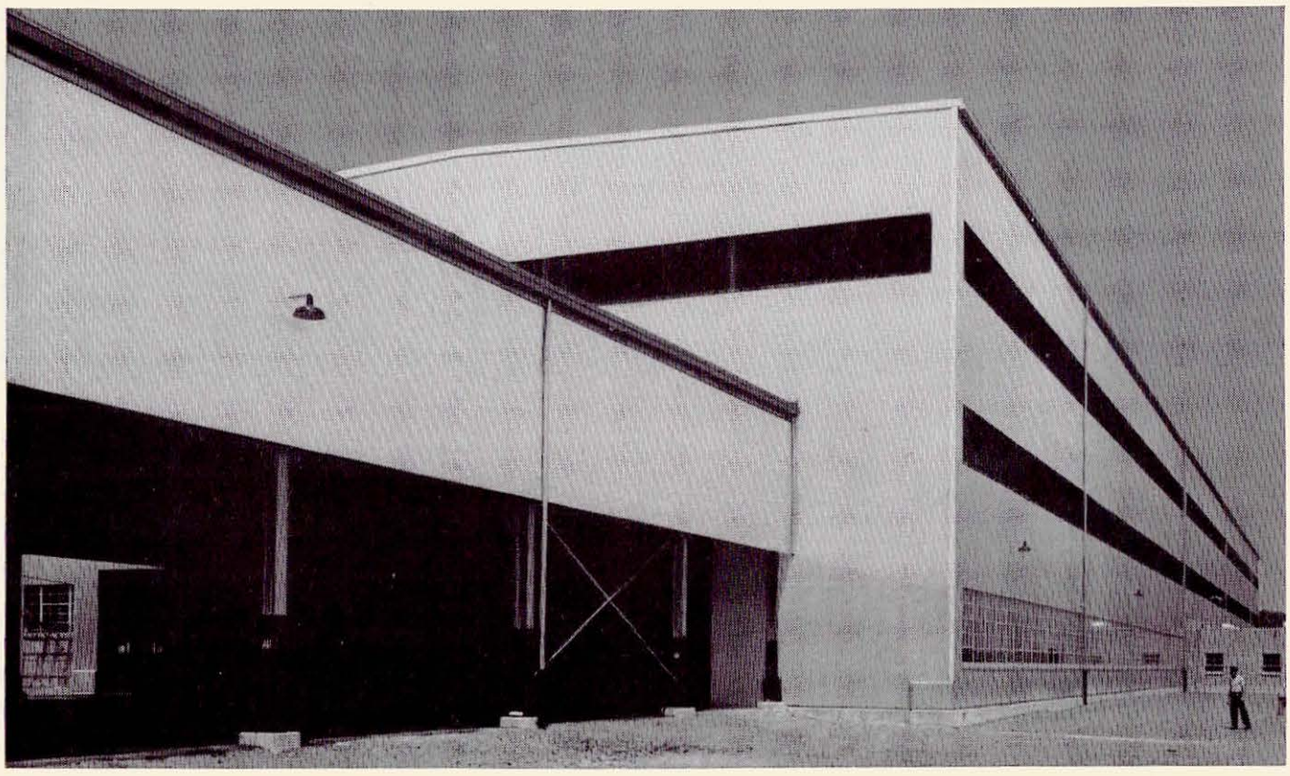
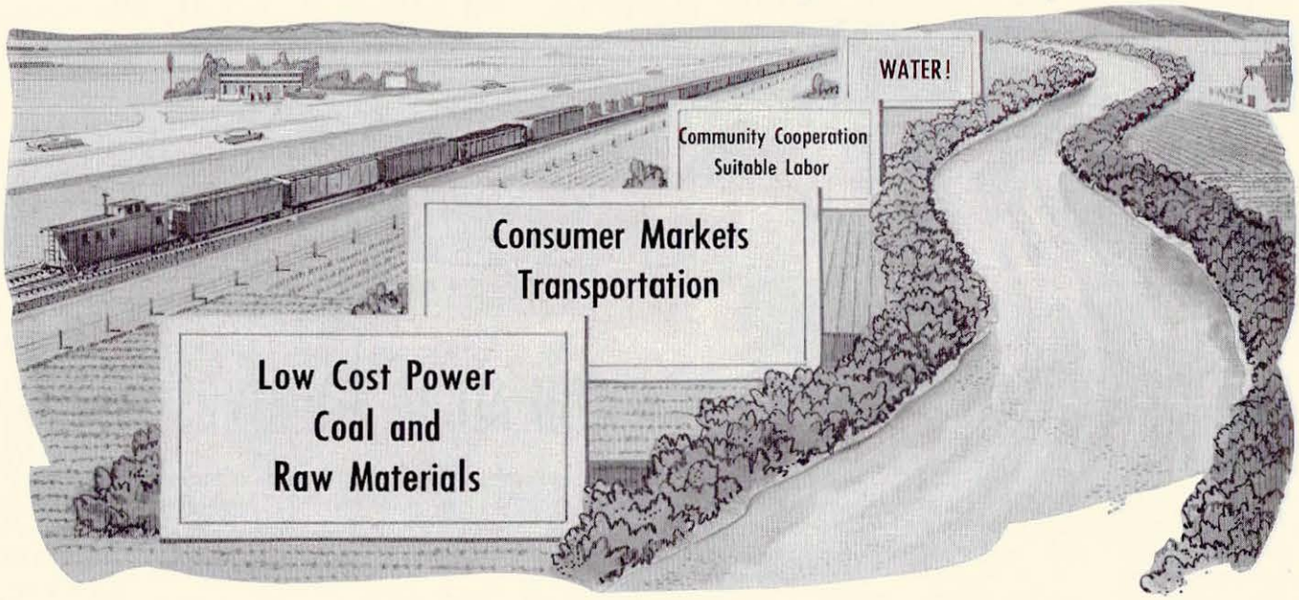
Building: Erie Railroad, Car Repair Shop, Meadville, Pennsylvania
Consultant: Osborn Engineering Company, Cleveland, Ohio
General Contractor: Hughes-Foulkrod Company, Philadelphia, Pennsylvania
Aluminum Subcontractor: Elwin G. Smith & Company, Inc., Pittsburgh, Pennsylvania



The Sites Are RIGHT...

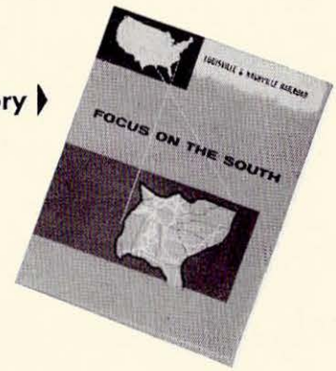


Along the DIXIE Line!

There's an industrial site to suit your needs and requirements in the L & N-served South where you are offered the ideal combination of near-at-hand raw materials, abundant power, fuel, expanding consumer markets, ample supply of labor, and efficient transportation service.

The L & N's experienced Industrial Development Staff can help you locate the site best suited to your needs. These specialists know their territory and the people in it, and are well equipped to understand your requirements. They can help you satisfactorily resolve your location problem—without obligation and in strictest confidence.

Write for New Booklet Describing Industrial Resources and Opportunities in the L & N Territory



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The Dixie Line

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General Industrial Agent
908 W. Broadway, Dept. B
Louisville, Kentucky
PHONE JU 7-1121, Ext. 318

LOUISVILLE & NASHVILLE R. R.

Shippers' Guide

Atlantic Coast Line

. . . New traffic office

Has established a new traffic office at Fort Lauderdale, Fla.

•

Baltimore & Ohio

. . . Extends piggyback

Has extended "Tofcee" (piggyback) to Zanesville, Ohio. Service is now available between Zanesville and New York, Philadelphia, Baltimore, Washington, Cincinnati, Louisville, Indianapolis, St. Louis, Toledo and Chicago.

•

Canadian National

. . . Freight schedules

Has issued new condensed schedule of its fast freight trains.

•

Illinois Central

. . . New train

Has established a new freight train, CC-8, from Council Bluffs to Chicago, to cover part of a new through perishable schedule providing fifth-morning delivery from Pacific Coast. CC-8 will receive perishables from Union Pacific train arriving Council Bluffs 9:50 a.m. fourth morning after shipment. Delivery to IC is scheduled by 11:00 a.m.; departure at 12:01 p.m., and arrival in time for fifth-morning market at Chicago Produce Terminal and for eastern connections.

. . . Extends piggyback

Piggyback service from Chicago has been extended to include Monroe-West Monroe, La., and Shreveport. Extension to the same points from St. Louis-East St. Louis will become effective November 16. Possibility of service between Memphis and Monroe-West Monroe is under study.

•

Maine Port Authority

. . . New publication

Has issued a 120-page booklet describing facilities and services available at Portland, Bangor, Searsport and other Maine harbors.

•

Soo Line

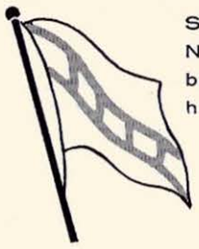
. . . Free time allowance

Has issued independent notice proposing free time allowance not to exceed 15 days at Minneapolis, Superior or Rugby Jct., Wis., on lumber shipments from West Coast.

high freight rates got you DOWN?

Save with SEATRAIN LINES' favorable rate differential. SEATRAIN, and only SEATRAIN, gives you these money-saving advantages in shipping general commodities:

- *For example, the first class rate between New York-Houston is $1.89 less than the all-rail rate!*
- You *know* when your shipment departs and when it will arrive—better inventory control.
- Less damage—because SEATRAIN sea route cuts switching, humping and handling.



SEATRAIN serves the ports of New York, Savannah, New Orleans and Texas City on regular schedule. Your booking is guaranteed. Call today and let us show you how SEATRAIN can help you cut your shipping costs.

SAVE WITH SEATRAIN

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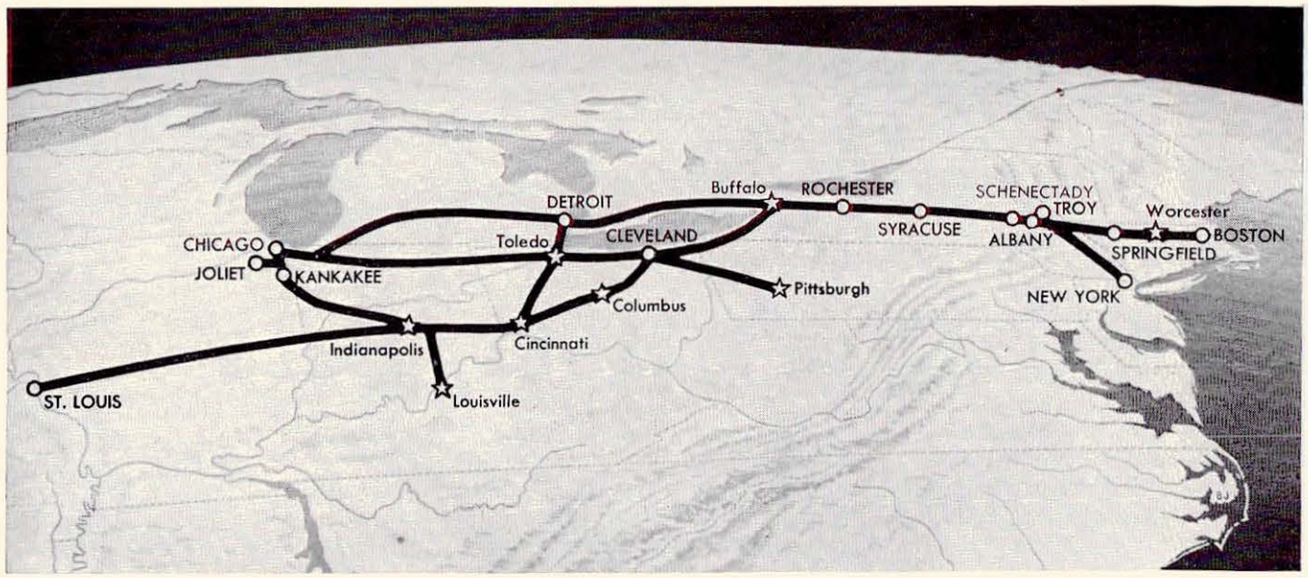


○ Flexi-Van Service now available
☆ Service starting soon

Flexi-Van now serves 14 areas—

expands to 8 more soon!

Rail-highway Service puts your plant and your customers on the main line of the New York Central

New York Central's Flexi-Van Service gives you the advantages of door-to-door pick-up and delivery, plus the speed and all-weather dependability of rail transportation.

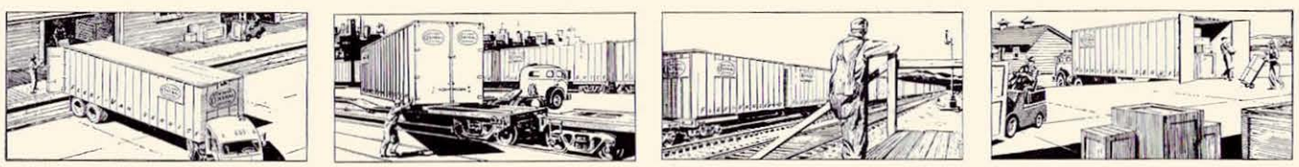
Here's how it works: A Flexi-Van picks up your shipment at your loading platform . . . it's driven to the railroad where the Van is shifted in only 4 minutes onto a specially designed flat car. Then your shipment rolls on one of Central's fast freights to the destination terminal —where it moves over the highway again to consignee's unloading platform. (24-hour advance notice of arrival time is given.)

Because the Van goes on the train minus wheels, it rides low. And with a low center of gravity, your Flexi-Van shipment rides easy, on rubber cushioning and roller bearings, reducing damage potential to a minimum.

From pick-up to delivery, the whole shipment takes place under the Central's undivided responsibility. You *deal with one office only*, receive *only one bill!*

Each Flexi-Van has a capacity of 2,200 cu. ft., yet minimum weights are low. Flexi-Van Service and rates may be "shipper tailored" to your product and to meet market situations. Rates are equal to or lower than other shipping methods.

Flexi-Van Service is easily adapted to special shipping requirements. All kinds of products already "go" Flexi-Van! Shippers use it to move egg yolks, magazines, TV sets and bulk sand, to name a few. Even an entire plant is being moved from one location to another (both off track) in 280 Flexi-Van loads.

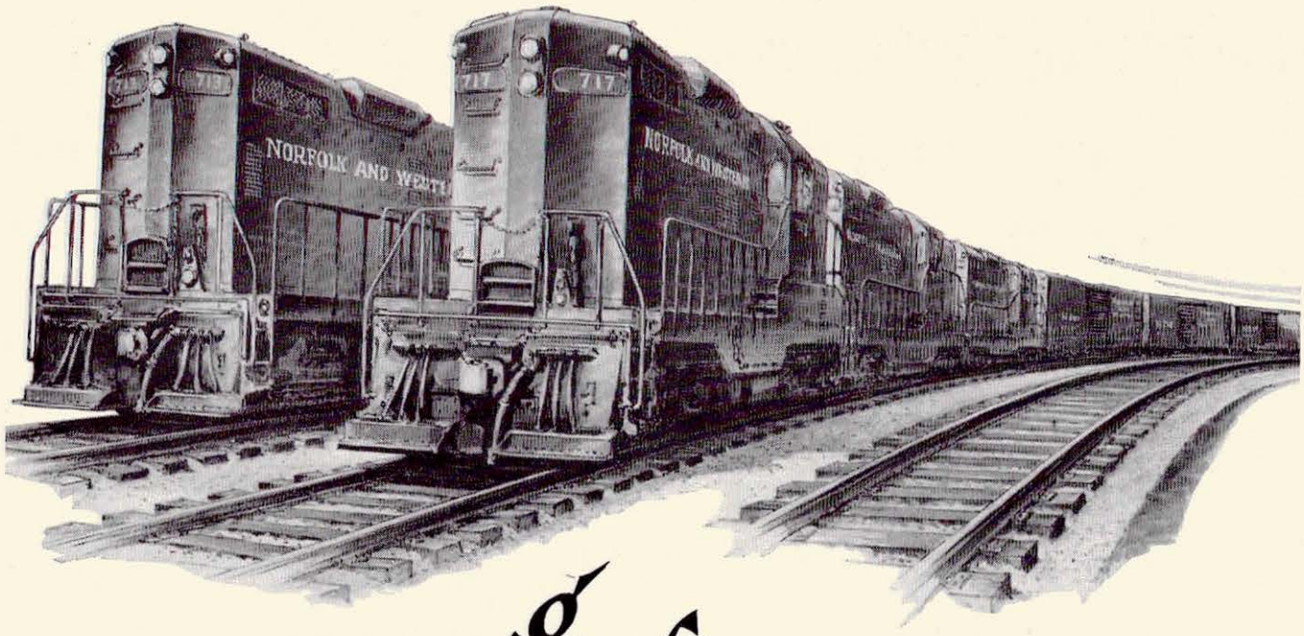


From shipping platform . . . to rails . . . your freight highballs to receiver

A new concept in transportation, Flexi-Van Service gives you truck flexibility plus rail speed and reliability. Truly "packaged" door-to-door transportation saves you warehouse and cartage costs.

For complete information on Flexi-Van Service—a New York Central exclusive—*write or phone the Central office nearest you.*

Ask for Flexi-Van Service **New York Central Railroad**



fast-moving favorites

The Norfolk and Western "Hot Shots," time freights 77 and 78, are in high favor among shippers who demand superior service between Cincinnati-Columbus, Ohio, and Petersburg, Virginia.

These premium trains, operated daily on passenger-like schedules, can save up to a full day on the delivery of carload shipments to major markets of the Southeast, Midwest and West.

The Hot Shots move freight fast, safely and dependably all the way . . . through yards as well as over the road. They represent but one of the many outstanding *Precision Transportation* services provided by the N&W day and night, in any weather, throughout the year.

N&W freight traffic Sales and Service representatives are located in 39 key cities of the U. S., as near to you as your telephone. Their competent advice and assistance are available at any time . . . without obligation. They will welcome the opportunity to serve you.

Norfolk and Western RAILWAY

PRECISION TRANSPORTATION

REVENUES AND EXPENSES OF RAILWAYS

(Dollar figures are stated in thousands: i.e., with last three digits omitted.)

MONTH OF AUGUST AND EIGHT MONTHS OF CALENDAR YEAR 1958

Name of Road	Period	Average mileage operated during period	Operating Revenues: Freight	Pass.	Total (inc. misc.) 1958	Total (inc. misc.) 1957	Operating Expenses: Maint. Way and Structures: Total 1958	Total 1957	Deprec. and Retirements	Maint. Equipment: Total 1958	Total 1957	Deprec. and Retirements	Traffic	Transportation	Total 1958	Total 1957	Operating ratio 1958	Operating ratio 1957	Net from railway operation	Railway tax accruals	Net Railway operating income 1958	Net Railway operating income 1957
Akron, Canton & Youngstown	Aug.	171	476	....	485	585	54	78	6	73	65	15	39	146	361	409	74.4	69.9	124	64	35	[illegible]
	8 mos.	171	3,225	....	3,305	4,412	411	582	43	517	576	119	318	1,134	2,768	3,205	83.8	72.6	536	296	77	372
Alabama, Tennessee & Northern	Aug.	214	237	....	240	292	50	49	6	24	15	6	4	82	163	166	67.7	57.0	77	9	11	22
	8 mos.	214	1,946	....	1,966	2,618	396	394	46	202	131	45	33	696	1,360	1,285	69.2	49.1	606	99	74	319
Atchison, Topeka & Santa Fe	Aug.	13,097	38,099	4,158	47,150	51,374	6,777	7,998	988	9,176	10,842	2,358	1,248	18,068	37,743	40,341	80.0	78.5	9,407	4,089	5,011	4,928
	8 mos.	13,123	317,629	26,972	378,936	408,728	46,852	59,703	6,243	75,278	84,694	18,534	10,419	136,490	287,852	313,872	76.0	76.8	91,084	51,301	37,370	39,848
Atlanta & St. Andrews Bay	Aug.	81	364	....	370	420	42	45	3	30	30	8	7	73	173	179	46.7	42.7	197	94	70	90
	8 mos.	81	2,748	....	2,778	3,073	277	344	27	236	233	58	55	561	1,299	1,357	46.8	44.2	1,479	693	510	625
Atlanta & West Point	Aug.	93	225	28	302	308	37	42	7	52	55	14	17	169	295	283	97.8	91.8	7	18	—31	—1
	8 mos.	93	1,782	194	2,399	2,546	296	351	55	420	489	115	136	1,178	2,199	2,331	91.7	91.6	200	147	—127	—23
Western of Alabama	Aug.	133	258	26	317	323	44	41	8	52	66	19	19	130	265	284	83.6	87.8	52	39	21	24
	8 mos.	133	2,119	181	2,597	2,684	361	401	68	454	530	153	156	1,087	2,228	2,378	85.8	88.6	369	269	133	183
Atlantic Coast Line	Aug.	5,306	9,203	1,275	11,341	12,620	1,776	1,910	220	2,294	2,884	652	407	4,905	10,037	11,183	88.5	88.6	1,304	200	801	768
	8 mos.	5,297	80,563	10,758	98,973	111,494	14,487	16,535	1,671	18,713	23,522	5,350	3,631	40,733	83,058	93,190	83.9	83.6	15,915	6,725	4,876	6,573
Charleston & Western Carolina	Aug.	343	510	....	520	558	121	140	9	86	98	29	20	178	423	446	81.3	79.9	97	80	33	78
	8 mos.	343	4,507	....	4,613	4,760	923	1,128	57	678	800	233	171	1,374	3,285	3,675	71.2	77.2	1,328	820	467	551
Baltimore & Ohio	Aug.	5,935	30,029	1,284	33,666	39,476	3,412	4,348	635	5,795	6,806	1,142	877	14,460	26,458	31,356	78.6	79.4	7,208	2,076	3,190	2,974
	8 mos.	5,941	223,438	10,304	251,051	311,694	25,278	35,776	4,432	42,833	58,119	9,099	7,507	111,680	201,665	250,318	80.3	80.3	49,386	16,394	18,637	25,050
Staten Island Rapid Transit	Aug.	29	189	77	274	280	58	62	12	32	32	2	2	167	293	289	107.0	103.2	—19	45	—88	—81
	8 mos.	29	1,628	550	2,260	2,150	434	463	89	291	290	14	16	1,255	2,258	2,287	99.9	106.4	2	362	—549	—725
Bangor & Aroostook	Aug.	602	575	27	641	906	126	174	19	255	251	113	32	271	769	843	120.0	93.0	—128	34	148	230
	8 mos.	602	9,098	187	10,455	11,232	2,494	2,300	153	2,284	2,142	909	265	2,932	8,679	8,638	83.0	76.9	1,775	818	1,826	2,139
Bessemer & Lake Erie	Aug.	203	2,200	1	2,216	3,610	258	202	31	456	675	139	46	491	1,398	1,627	63.1	45.1	819	568	566	1,068
	8 mos.	207	10,278	1	10,392	19,885	1,985	1,776	298	4,048	5,360	1,120	345	3,390	10,916	12,553	105.0	63.1	—525	1,074	313	5,117
Boston & Maine	Aug.	1,570	4,880	804	6,347	7,311	720	961	154	826	814	293	172	2,782	4,889	5,505	77.0	75.3	1,458	476	555	684
	8 mos.	1,570	39,045	6,091	50,877	57,572	7,424	7,876	1,214	6,981	7,324	2,347	1,206	24,195	43,034	46,286	84.6	80.4	7,843	3,978	—221	3,770
Canadian Pacific Lines in Maine	Aug.	234	378	54	463	381	105	141	14	57	62	17	9	193	377	395	81.9	103.7	84	31	—24	—73
	8 mos.	234	4,859	387	5,465	5,229	991	949	133	807	889	139	70	1,606	3,617	3,992	66.2	76.3	1,848	271	970	544
Carolina & Northwestern	Aug.	284	261	....	266	303	41	59	7	34	19	21	5	74	167	175	62.7	57.6	99	Cr.9	76	61
	8 mos.	284	2,006	....	2,055	2,421	388	466	55	242	160	156	41	611	1,404	1,387	68.3	57.3	651	119	286	436
Central of Georgia	Aug.	1,763	3,126	140	3,473	3,671	594	485	54	636	613	176	164	1,465	3,051	2,951	87.8	80.4	423	183	297	478
	8 mos.	1,763	25,055	1,012	27,908	29,315	4,650	4,340	380	5,178	5,014	1,523	1,363	11,647	24,350	23,941	87.3	81.7	3,558	1,785	2,060	3,254
Central of New Jersey	Aug.	600	3,935	471	4,742	5,392	570	689	123	795	821	202	69	2,184	3,841	4,179	81.0	77.5	901	481	225	506
	8 mos.	603	28,808	4,026	35,469	39,806	4,273	4,446	1,007	6,171	7,129	1,214	593	17,097	30,015	32,052	84.6	80.5	5,454	3,714	145	2,259
Central Vermont	Aug.	375	739	84	904	1,020	259	281	19	92	93	9	19	353	764	798	84.5	78.2	140	53	—55	18
	8 mos.	379	6,020	462	7,046	7,777	2,072	2,075	153	852	902	77	149	2,918	6,311	6,537	89.6	84.1	735	409	—854	—337
Chesapeake & Ohio	Aug.	5,131	30,215	670	32,847	40,899	3,350	4,642	456	4,797	6,019	1,876	705	10,967	21,391	25,578	65.1	62.5	11,455	4,791	6,655	8,109
	8 mos.	5,131	209,453	4,343	226,467	289,091	24,490	34,950	3,729	38,880	47,831	14,995	6,323	84,011	166,877	197,868	73.7	68.5	59,589	24,343	36,114	51,159
Chicago & Eastern Illinois	Aug.	862	2,604	240	3,071	3,367	379	334	30	467	527	148	133	1,216	2,350	2,438	76.5	72.4	721	209	207	416
	8 mos.	862	19,949	1,419	23,244	25,874	2,976	2,920	252	3,904	4,253	1,204	1,137	9,531	18,201	19,774	81.3	76.4	4,343	1,627	949	2,808
Chicago & Illinois Midland	Aug.	121	475	....	498	702	40	58	6	99	105	24	29	132	339	395	68.0	56.3	159	82	58	128
	8 mos.	121	3,813	....	3,964	5,371	313	386	68	827	838	194	247	1,116	2,843	3,065	71.7	57.1	1,121	595	398	1,012
Chicago & North Western	Aug.	9,289	17,489	1,603	20,566	20,189	3,011	3,135	381	3,154	2,881	956	492	7,508	15,182	15,899	73.8	78.7	5,384	1,236	2,552	1,551
	8 mos.	9,319	115,759	11,822	139,824	145,991	20,985	23,766	3,036	22,790	23,602	7,761	4,157	60,806	117,168	124,617	83.8	85.4	22,656	9,874	4,693	4,095
Chicago, Burlington & Quincy	Aug.	8,729	19,138	2,298	23,486	23,801	2,984	4,505	568	3,751	3,715	985	561	8,431	16,738	18,908	71.3	79.4	6,748	3,242	2,678	1,834
	8 mos.	8,745	134,294	13,385	163,393	167,455	21,601	26,499	3,685	29,730	29,484	7,929	4,908	65,851	130,036	135,823	79.6	81.1	33,357	15,675	13,645	13,259
Chicago Great Western	Aug.	1,469	2,895	17	3,103	3,090	476	500	43	488	493	131	125	990	2,165	2,109	69.8	68.2	938	355	356	403
	8 mos.	1,469	21,720	81	23,191	25,141	3,650	3,705	361	3,465	3,861	1,057	1,007	7,477	16,226	16,917	70.0	67.3	6,965	2,366	2,828	3,099
Chic., Milw. St. Paul & Pacific	Aug.	10,590	19,510	1,668	23,473	24,551	3,900	3,256	478	3,503	3,327	913	503	8,672	17,826	17,542	75.9	71.5	5,647	1,608	3,035	3,899
	8 mos.	10,590	131,798	9,811	157,064	167,827	24,782	28,666	3,402	28,204	30,551	7,250	4,255	64,626	131,549	141,096	83.8	84.1	25,515	12,438	6,681	8,397
Chicago Rock Island & Pacific	Aug.	7,577	14,543	1,555	17,611	18,785	2,591	2,722	253	2,987	3,075	630	529	6,879	13,899	14,209	78.9	75.6	3,713	1,224	1,168	1,542
	8 mos.	7,593	114,532	10,977	137,319	141,108	16,995	19,628	1,986	23,406	23,719	4,998	4,387	54,238	106,647	109,040	77.7	77.3	30,672	12,173	8,595	10,543
Clinchfield	Aug.	293	1,624	....	1,635	1,956	236	299	24	304	393	102	62	419	1,081	1,246	66.1	63.7	554	230	506	725
	8 mos.	293	13,511	3	13,599	15,454	1,813	2,392	172	2,604	3,164	814	503	3,335	8,768	10,207	64.5	66.0	4,831	1,626	4,469	5,147
Colorado & Southern	Aug.	716	1,335	120	1,591	1,480	184	218	17	212	204	65	34	577	1,076	1,074	67.6	72.6	516	270	225	171
	8 mos.	716	8,483	564	10,051	10,382	1,371	1,670	144	1,598	1,765	522	276	4,082	7,904	8,438	78.6	81.3	2,147	1,295	883	645
Ft. Worth & Denver	Aug.	1,362	1,758	228	2,208	2,061	234	327	46	231	281	45	68	865	1,520	1,582	68.9	76.8	688	233	198	160
	8 mos.	1,362	13,289	1,096	16,019	14,582	2,279	2,681	282	2,252	2,050	358	561	6,371	12,410	12,096	77.5	83.0	3,608	1,6[illegible]	861	603
Colorado & Wyoming	Aug.	39	220	....	346	366	19	—7	2	30	45	12	2	116	181	182	52.3	49.7	165	94	63	70
	8 mos.	39	1,339	....	2,194	3,018	141	127	18	239	364	96	12	805	1,334	1,710	60.8	56.6	860	527	299	504
Delaware & Hudson	Aug.	764	3,450	164	3,768	4,997	400	555	59	585	778	191	95	1,462	2,803	3,375	74.4	67.6	965	3[illegible]3	549	945
	8 mos.	764	27,822	1,122	30,333	37,490	3,745	4,457	558	5,188	6,227	1,430	816	11,954	23,904	26,766	78.8	71.4	6,430	3,0[illegible]	2,576	5,891
Delaware, Lackawanna & Western	Aug.	922	4,846	750	6,285	7,400	721	793	197	1,082	1,037	353	184	3,288	5,650	6,120	89.9	82.7	634	660	—39	601
	8 mos.	927	38,203	6,283	51,130	57,262	5,820	6,332	1,397	8,568	8,358	2,836	1,487	27,070	45,998	48,953	90.0	85.5	5,132	5,276	—1,504	2,195
Denver & Rio Grande Western	Aug.	2,155	6,857	397	7,501	8,014	890	974	138	992	1,094	322	224	2,225	4,651	5,065	62.0	63.2	2,850	1,492	1,330	1,452
	8 mos.	2,155	44,271	2,049	47,973	56,213	5,876	7,035	747	7,376	8,464	2,540	1,826	15,403	32,919	36,483	68.6	64.9	15,054	7,745	7,290	10,409
Detroit & Toledo Shore Line	Aug.	50	464	....	510	658	49	69	4	68	69	24	19	195	346	390	67.9	59.2	164	32	8	74
	8 mos.	50	4,108	....	4,431	5,377	488	589	29	564	638	192	163	1,687	3,042	3,319	68.6	61.7	1,389	453	196	473
Detroit, Toledo & Ironton	Aug.	464	1,288	....	1,355	1,829	169	241	28	301	397	139	49	434	1,050	1,278	77.5	69.9	305	103	164	393
	8 mos.	464	10,369	....	10,776	15,043	1,607	2,075	227	2,728	3,297	1,054	441	3,483	8,994	10,529	83.5	70.0	1,781	844	1,096	2,495
Duluth, Missabe & Iron Range	Aug.	562	5,409	1	6,342	8,666	510	578	123	605	737	189	12	1,425	2,813	3,694	44.4	42.6	3,528	1,315	2,181	2,198
	8 mos.	562	19,468	8	22,822	38,958	3,992	4,173	851	5,010	6,199	1,432	100	7,876	18,892	24,111	82.8	61.9	3,930	2,875	1,019	6,299
Duluth, So. Shore & Atlantic	Aug.	544	597	3	646	739	116	139	10	105	127	26	31	215	492	587	76.2	79.4	153	32	121	91
	8 mos.	544	4,081	19	4,345	5,271	848	1,100	84	813	1,187	210	258	1,653	3,781	4,708	87.0	89.3	563	263	249	95

(Continued on page 56)

keep your shipments out of the "damage-zone" with

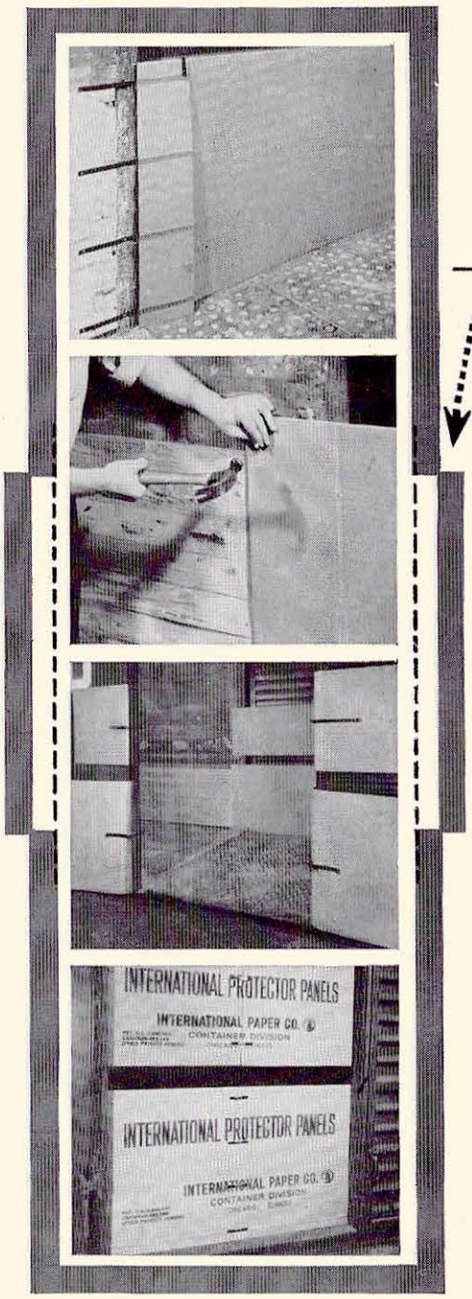
INTERNATIONAL PROTECTOR PANELS

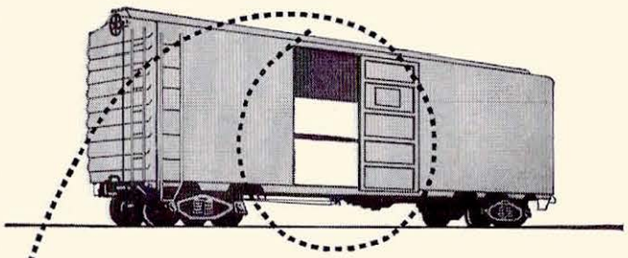
Anchoring Panel
Adjust panel to desired height and fold flaps back to expose straps and nailing holes.

Securing Standard Flaps
Flaps are then secured with staples or flat-headed roofing nails. The off-side is now coopered.

Installing Live Gate
Repeat steps above. Cut panel at middle. Swing gates outward and hold with "U" shaped clip while you are loading the car.

Protected Doorways
Loaded, strapped and sealed, the car is now ready to roll . . . with contents adequately protected.





Now—close off the doorway "Damage-zone" quickly, surely and far more economically, with International Protector Panels.

Made with steel strapping sandwiched inside the corrugated board, they are light, strong, economical . . . and easily installed by one man in minutes. International Protector Panels get your load through intact . . . are easier to open at the end of the run and far easier to dispose of than other materials.

These panels are available in a wide range of stock sizes . . . or in special sizes, if desired. Protector Panels are another example of how International's "Creative Packaging" results in new, imaginative uses of corrugated board, to serve you better.

Do you have a loading or packaging problem? International's field engineers are well-qualified to help you with its solution. Call on them anytime . . . there's no obligation, of course.

your most dependable source of supply . . .

INTERNATIONAL PAPER
CONTAINER DIVISION NEW YORK 17, N. Y.

REVENUES AND EXPENSES OF RAILWAYS

(Dollar figures are stated in thousands: i.e., with last three digits omitted)

MONTH OF AUGUST AND EIGHT MONTHS OF CALENDAR YEAR 1958

Name of Road		Average mileage operated during period	Operating Revenues: Freight	Pass.	Total (inc. misc.) 1958	Total (inc. misc.) 1957	Operating Expenses: Maint. Way and Structures: Total 1958	Total 1957	Deprec. and Retirements	Maint. Equipment: Total 1958	Total 1957	Deprec. and Retirements	Traffic	Transportation	Total 1958	Total 1957	Operating ratio 1958	Operating ratio 1957	Net from railway operation	Railway tax accruals	Net Railway operating income 1958	Net Railway operating income 1957
Duluth, Winnipeg & Pacific	Aug.	175	491	....	497	479	120	168	5	54	60	1	7	185	376	424	75.6	88.6	121	37	11	—55
	8 mos.	175	3,900	5	3,950	4,188	681	614	41	486	468	9	57	1,423	2,727	2,653	69.0	63.3	1,223	320	249	470
Elgin, Joliet & Eastern	Aug.	236	2,596	....	3,505	4,789	291	307	26	571	893	126	44	1,323	2,537	3,431	72.4	71.6	968	355	485	357
	8 mos.	236	20,267	....	26,570	38,843	2,051	2,411	220	7,965	7,612	996	350	10,381	23,277	26,751	87.6	68.9	3,293	2,417	255	3,089
Erie	Aug.	2,207	11,218	588	12,785	15,233	1,638	1,834	221	1,945	2,142	551	316	6,131	10,812	12,108	84.6	79.5	1,072	1,092	261	994
	8 mos.	2,207	86,056	4,439	98,986	115,933	11,104	14,567	1,754	15,641	18,238	4,450	2,902	48,429	84,217	95,797	85.1	82.6	14,768	8,825	—666	6,727
Florida East Coast	Aug.	571	1,924	349	2,440	2,698	404	395	46	516	496	117	82	995	2,143	2,210	87.8	81.9	297	199	—86	67
	8 mos.	571	18,146	3,420	23,441	27,012	3,245	3,895	370	4,339	4,726	926	700	9,025	18,625	20,808	79.5	77.0	4,816	1,677	1,299	2,171
Georgia Railroad	Aug.	321	559	20	660	735	86	115	8	105	127	35	39	295	563	644	85.2	87.6	97	35	92	94
	8 mos.	321	4,311	127	5,094	5,640	684	993	65	873	1,097	276	318	2,334	4,518	5,214	88.7	92.5	576	287	474	464
Georgia & Florida	Aug.	332	303	....	309	306	57	65	5	33	36	8	22	85	215	226	69.4	73.7	95	16	53	42
	8 mos.	332	2,117	....	2,162	2,252	576	565	31	282	309	64	178	656	1,835	1,917	84.9	85.1	326	132	21	30
Grand Trunk Western	Aug.	951	3,092	293	3,733	4,615	759	647	61	771	781	91	95	2,174	4,018	4,109	107.6	89.0	—285	369	—1,134	—369
	8 mos.	951	30,480	1,704	34,965	39,840	5,679	5,544	468	6,736	7,376	731	748	18,316	33,241	35,620	95.1	89.4	1,724	2,876	—5,566	—2,924
Great Northern	Aug.	8,275	22,417	1,098	25,344	27,932	3,405	5,0.3	335	3,802	4,031	843	488	7,976	16,782	19,474	66.2	69.7	8,562	4,182	4,136	3,134
	8 mos.	8,275	137,399	6,885	155,114	184,659	24,850	33,933	2,423	30,969	32,007	6,687	4,390	57,777	126,249	141,984	81.4	76.9	28,865	16,339	10,968	15,650
Green Bay & Western	Aug.	219	341	....	358	437	78	84	4	52	54	9	24	121	296	318	82.4	72.9	63	31	8	25
	8 mos.	219	2,981	....	3,066	3,088	587	517	36	398	398	73	199	950	2,334	2,230	76.1	72.2	731	320	190	204
Gulf Mobile & Ohio	Aug.	2,757	6,109	304	6,885	7,251	990	1,117	78	1,203	1,536	292	294	2,374	5,224	5,745	75.9	79.2	1,661	554	734	495
	8 mos.	2,757	46,652	2,193	52,321	56,435	7,368	8,653	626	10,688	11,841	2,379	2,405	18,695	42,224	45,183	80.7	80.1	10,097	4,109	2,879	3,140
Illinois Central	Aug.	6,497	18,782	1,859	22,606	25,131	3,068	3,786	409	3,887	4,648	953	608	8,462	17,087	19,300	75.6	76.8	5,519	2,952	2,439	1,812
	8 mos.	6,497	139,965	13,959	170,667	193,474	24,204	30,798	3,304	32,127	36,851	7,638	4,940	68,458	138,546	153,729	81.2	79.5	32,121	17,316	11,548	12,889
Illinois Terminal	Aug.	334	901	....	1,067	1,145	106	135	12	164	251	31	49	361	743	899	69.7	78.5	323	117	94	57
	8 mos.	337	6,470	131	7,666	8,443	875	1,075	95	1,150	1,684	245	394	2,840	5,746	6,739	75.0	79.8	1,920	672	594	510
Kansas City Southern	Aug.	891	2,805	107	3,262	3,854	229	342	47	412	432	106	86	1,069	1,918	2,197	58.8	57.0	1,344	629	576	762
	8 mos.	891	24,759	630	28,001	30,472	2,156	2,599	382	3,788	3,838	848	756	8,851	16,605	17,612	59.3	57.8	11,396	4,918	4,869	5,400
Kansas, Oklahoma & Gulf	Aug.	327	404	....	406	424	67	66	7	25	38	12	30	88	235	251	58.0	59.3	171	67	71	75
	8 mos.	327	3,412	....	3,423	3,349	542	540	57	220	258	94	242	756	1,976	2,022	57.7	60.4	1,446	616	543	490
Lake Superior & Ishpeming	Aug.	160	516	....	617	746	53	86	11	47	38	21	2	112	234	301	39.7	40.1	383	150	245	215
	8 mos.	160	1,984	....	2,390	3,516	468	484	91	530	621	170	16	654	1,824	2,122	76.3	60.4	566	379	292	718
Lehigh & Hudson River	Aug.	96	287	....	289	383	34	44	2	36	48	8	17	107	207	239	71.6	62.4	82	35	11	39
	8 mos.	96	2,134	....	2,138	2,500	274	306	20	295	331	66	144	851	1,680	1,741	78.6	69.6	457	174	—27	133
Lehigh & New England	Aug.	177	569	....	575	931	71	90	6	139	176	52	20	244	517	600	89.9	64.5	58	41	225	428
	8 mos.	178	4,272	....	4,320	5,007	513	654	52	1,078	1,409	412	190	1,702	3,887	4,367	89.5	87.2	453	273	1,040	1,500
Lehigh Valley	Aug.	1,130	4,613	336	5,121	6,214	521	835	97	915	993	216	134	2,563	4,367	5,065	85.3	81.5	754	435	79	510
	8 mos.	1,130	33,914	1,838	37,998	45,649	4,991	5,802	795	6,711	8,681	1,621	1,172	20,198	34,999	39,695	92.1	87.0	2,999	3,514	—2,938	742
Long Island	Aug.	350	1,176	4,366	5,738	5,671	735	732	97	1,043	1,052	168	29	2,802	4,799	4,789	83.6	84.4	940	342	388	333
	8 mos.	350	8,462	34,909	44,785	44,055	6,367	6,161	796	8,782	8,461	1,345	246	22,717	39,684	38,028	88.6	86.3	5,101	2,802	672	1,309
Louisiana & Arkansas	Aug.	746	1,896	53	2,044	2,201	150	215	23	279	338	98	75	679	1,263	1,406	61.8	63.9	781	372	286	327
	8 mos.	746	14,737	342	15,913	17,825	1,520	1,751	218	2,359	2,601	787	628	5,361	10,493	11,105	65.9	62.3	5,421	2,413	1,909	2,689
Louisville & Nashville	Aug.	5,697	16,328	906	18,517	21,008	2,517	2,863	283	3,735	4,308	1,097	465	7,490	15,111	17,010	81.6	81.0	3,407	2,591	1,757	1,505
	8 mos.	5,697	128,456	5,885	145,370	162,866	21,580	24,492	2,310	30,912	35,946	8,628	3,980	60,695	124,722	135,681	85.8	83.3	20,649	15,912	10,506	16,072
Maine Central	Aug.	944	1,643	104	1,874	2,105	356	446	32	360	381	84	31	764	1,622	1,808	86.5	85.9	253	150	83	118
	8 mos.	944	15,499	598	17,135	18,461	3,032	3,550	225	3,055	3,273	673	217	6,542	13,771	14,804	80.4	80.2	3,364	1,577	1,168	1,391
Minneapolis & St. Louis	Aug.	1,391	2,108	4	2,156	2,065	299	279	47	309	310	91	110	676	1,520	1,468	70.5	71.1	636	290	260	254
	8 mos.	1,391	14,333	18	14,856	15,424	2,264	2,186	262	2,391	2,255	724	885	5,062	11,622	11,481	78.2	74.4	3,234	1,902	1,174	1,417
Minn., Northfield & Southern	Aug.	77	396	....	439	387	26	86	2	34	32	13	29	84	207	265	47.1	68.4	232	122	95	39
	8 mos.	77	2,817	....	2,992	3,219	178	486	19	311	276	102	236	676	1,682	1,920	56.2	59.6	1,310	715	521	500
Minn., St. Paul & S. S. Marie	Aug.	3,222	3,646	110	4,006	4,724	620	1,312	47	506	683	135	104	1,450	2,888	3,842	72.1	81.3	1,119	297	786	376
	8 mos.	3,222	24,976	565	27,117	31,771	5,257	6,770	389	5,189	5,714	1,099	852	10,983	23,991	25,969	88.5	81.7	3,126	2,164	559	2,037
Missouri Illinois	Aug.	172	405	....	408	550	70	64	4	91	81	37	12	117	302	313	74.0	57.0	106	94	66	119
	8 mos.	172	3,108	....	3,130	3,908	552	424	31	709	682	298	104	892	2,354	2,277	75.2	58.3	776	613	498	829
Missouri-Kansas-Texas Lines	Aug.	2,919	4,559	130	5,176	5,902	526	990	87	1,190	1,154	261	181	1,739	3,867	4,674	74.7	79.2	1,309	351	393	409
	8 mos.	3,031	35,607	902	40,379	46,578	4,219	7,925	703	7,689	8,350	2,058	1,547	14,786	30,296	38,030	75.0	81.6	10,083	2,896	2,825	1,829
Missouri Pacific	Aug.	9,529	20,480	1,187	24,021	25,735	3,509	3,522	309	4,026	4,050	1,133	662	9,287	18,468	18,741	76.9	72.8	5,553	2,014	3,001	3,522
	8 mos.	9,553	166,088	7,117	190,558	200,746	28,944	30,790	2,471	33,296	35,048	8,465	5,427	73,644	149,280	153,837	78.3	76.6	41,278	12,195	20,409	24,243
Monon	Aug.	541	1,475	65	1,662	1,843	256	269	25	280	316	78	92	694	1,407	1,549	84.7	84.0	255	96	103	99
	8 mos.	541	11,538	437	12,937	14,826	1,745	2,153	180	2,258	2,491	627	796	5,451	11,023	12,350	85.2	83.3	1,914	654	627	792
Monongahela	Aug.	177	450	...	453	569	74	77	13	54	75	11	1	189	329	354	72.6	62.3	124	24	—14	44
	8 mos.	177	3,095	....	3,120	4,199	536	618	95	446	515	89	8	1,284	2,375	2,854	76.1	68.0	745	195	—347	—50
New York Central	Aug.	10,521	40,650	6,630	55,708	61,797	5,522	9,887	1,210	9,700	10,693	2,462	976	26,736	45,719	53,807	82.1	87.1	9,988	5,299	2,978	1,188
	8 mos.	10,521	311,768	51,503	421,617	500,728	47,182	61,059	9,719	76,400	86,701	20,083	8,208	213,564	369,105	420,006	87.5	83.9	52,513	43,728	—6,319	22,942
Pittsburgh & Lake Erie	Aug.	221	2,784	38	2,945	3,683	391	559	43	904	881	308	88	1,113	2,684	3,086	91.1	83.8	261	379	963	914
	8 mos.	221	18,833	326	20,027	30,260	3,433	4,657	344	7,105	8,491	2,408	627	8,404	21,264	26,242	106.2	86.7	—1,236	1,743	4,284	6,581
New York, Chicago & St. Louis	Aug.	2,179	11,434	189	12,067	15,286	1,203	1,699	156	1,842	2,464	466	324	4,631	8,468	10,414	70.2	68.1	3,599	1,674	1,385	1,963
	8 mos.	2,179	85,729	1,123	89,880	115,608	10,291	13,244	1,518	15,325	19,981	3,572	2,821	36,318	68,577	83,018	76.3	71.8	21,303	9,659	7,965	12,715
New York, New Haven & Hartford	Aug.	1,762	6,406	4,352	12,310	14,071	1,548	1,621	276	1,813	2,252	505	207	5,784	10,200	11,170	82.9	79.4	2,110	1,007	—188	602
	8 mos.	1,762	51,419	33,573	97,498	109,373	11,902	12,911	2,184	15,398	17,678	3,948	1,789	47,330	83,668	89,380	85.8	81.7	13,830	7,021	—4,121	1,268
New York Connecting	Aug.	21	282	....	303	329	182	109	25	16	13	....	....	86	288	217	94.9	65.9	16	93	—91	18
	8 mos.	21	2,307	....	2,467	2,611	968	794	203	135	137	....	....	704	1,836	1,672	74.4	64.1	630	717	—248	158
New York, Susque. & Western	Aug.	106	290	23	325	401	38	49	6	48	57	11	3	177	295	354	91.0	88.3	29	31	—41	—22
	8 mos.	115	2,403	228	2,734	3,411	310	366	48	436	464	92	50	1,433	2,466	2,831	90.2	83.0	268	244	—291	—29

(Continued on page 60)

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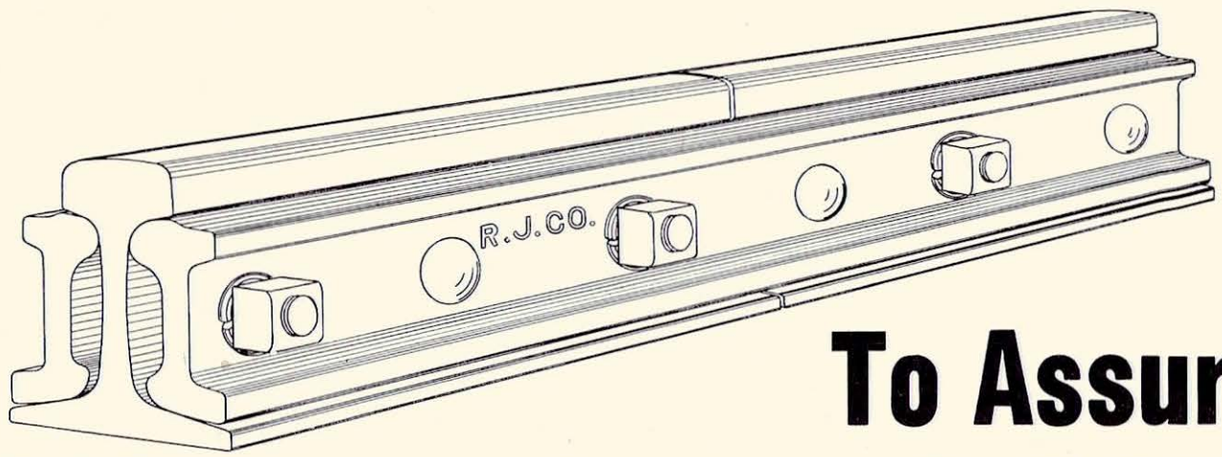

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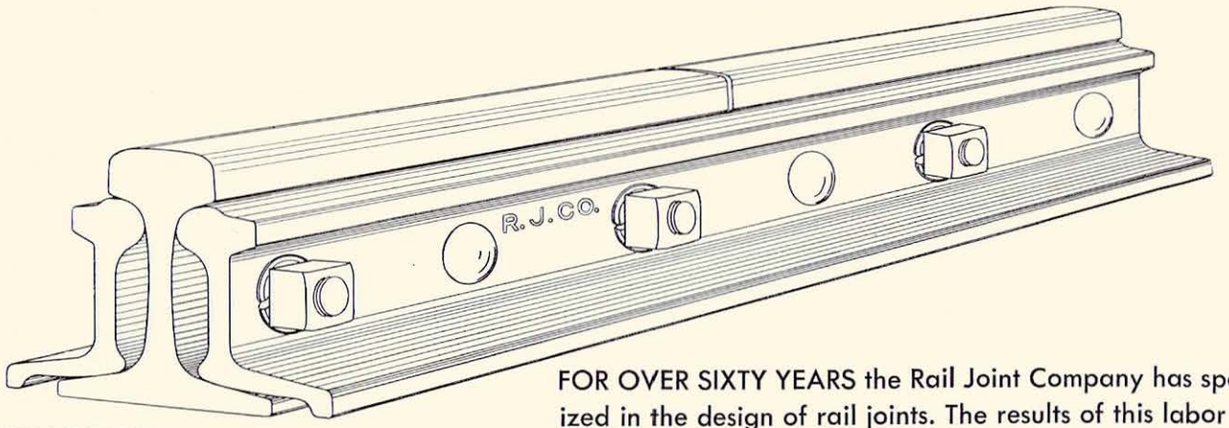

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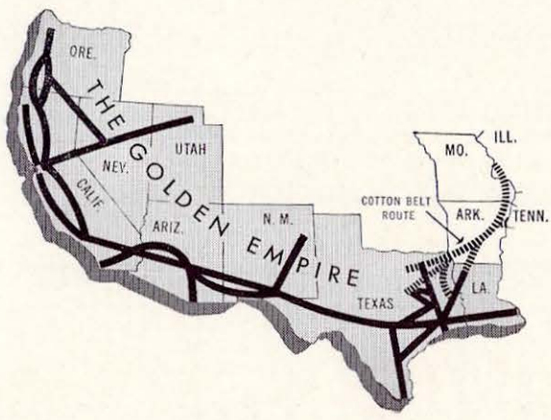

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REVENUES AND EXPENSES OF RAILWAYS

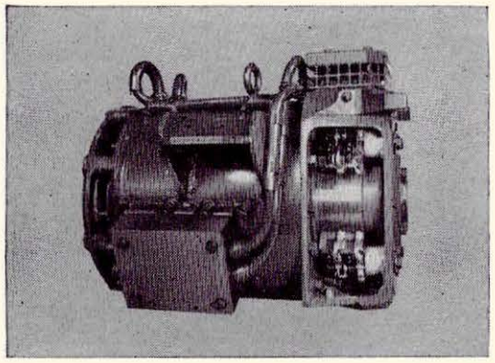
(Dollar figures are stated in thousands: i.e., with last three digits omitted)

MONTH OF AUGUST AND EIGHT MONTHS OF CALENDAR YEAR 1958

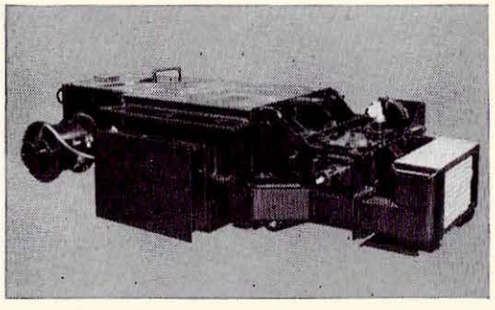
Name of Road		Average mileage operated during period	Operating Revenues: Freight	Pass.	Total (inc. misc.) 1958	1957	Operating Expenses: Maint. of Way and Structures: Total 1958	Total 1957	Deprec. and Retirements	Maint. Equipment: Total 1958	Total 1957	Deprec. and Retirements	Traffic	Transportation	Total 1958	Total 1957	Operating ratio 1958	1957	Net from railway operation	Railway tax accruals	Net Railway operating income 1958	1957
Norfolk & Western	Aug.	2,128	17,898	283	19,118	23,103	2,016	2,676	320	2,658	3,778	1,040	336	4,916	10,538	13,765	55.1	59.6	8,580	4,458	4,890	5,232
	8 mos.	2,131	124,178	1,955	132,809	171,477	17,592	22,969	2,583	26,571	33,718	8,267	2,860	40,554	93,296	116,244	70.2	67.8	39,513	20,835	22,336	28,935
Norfolk Southern	Aug.	604	821	....	837	856	191	212	14	117	139	33	48	266	683	728	81.6	85.0	154	68	50	44
	8 mos.	604	5,738	....	5,850	7,162	1,436	1,648	117	987	1,066	266	388	1,973	5,229	5,833	89.4	81.4	621	400	—18	482
Northern Pacific	Aug.	6,828	15,230	629	17,025	17,463	1,995	2,787	299	2,560	2,754	711	354	5,907	11,709	13,183	68.8	75.5	5,316	2,393	3,163	2,540
	8 mos.	6,828	100,329	4,160	112,689	121,582	15,502	19,009	2,352	21,895	22,797	5,708	3,215	45,054	93,033	101,533	82.6	83.5	19,656	12,836	9,410	10,092
Northwestern Pacific	Aug.	328	1,234	6	1,256	1,275	185	234	21	93	102	2	8	354	665	749	52.9	58.7	591	245	170	139
	8 mos.	329	7,706	25	7,813	8,402	2,024	1,981	151	630	757	21	62	2,576	5,502	5,681	70.4	67.6	2,311	655	304	522
Pacific Electric	Aug.	358	895	....	1,048	1,238	133	192	24	50	56	3	16	527	832	971	79.4	78.4	216	118	—27	42
	8 mos.	361	7,287	....	8,372	10,122	1,342	1,534	195	479	502	28	153	4,068	6,951	8,007	83.0	79.1	1,421	870	—370	82
Pennsylvania	Aug.	9,940	56,087	9,491	73,873	87,469	7,061	10,465	1,317	13,065	18,124	3,014	1,196	33,125	58,571	72,296	79.3	82.7	15,303	5,344	5,647	5,489
	8 mos.	9,944	409,024	71,870	543,612	670,963	60,981	76,921	11,272	109,181	138,269	23,998	9,712	265,357	477,583	563,222	87.9	83.9	66,029	41,492	—4,320	34,463
Penn.-Reading Seashore Lines	Aug.	358	565	236	833	907	179	208	30	123	127	27	11	530	889	963	106.7	106.2	—56	69	—299	—337
	8 mos.	358	4,338	952	5,461	6,354	1,661	1,749	216	969	945	214	77	3,891	6,953	7,265	127.3	114.3	—1,492	542	—3,260	—3,055
Piedmont & Northern	Aug.	126	409	....	420	417	49	43	9	30	33	9	27	81	218	221	52.0	53.0	201	93	69	54
	8 mos.	126	3,185	....	3,266	3,449	379	363	53	225	249	72	226	653	1,744	1,755	53.4	50.9	1,522	741	443	499
Pittsburgh & West Virginia	Aug.	132	658	....	664	878	145	133	24	157	130	46	70	259	686	612	103.3	69.8	—22	Cr.24	2	126
	8 mos.	132	5,214	....	5,265	6,803	1,079	986	201	1,191	1,103	372	615	1,742	5,078	4,873	96.4	71.6	187	Cr.66	275	1,080
Reading	Aug.	1,303	7,795	470	8,817	11,324	1,059	1,679	198	1,412	2,154	488	166	3,825	6,900	9,150	78.3	80.8	1,917	581	1,036	1,422
	8 mos.	1,303	60,902	4,309	69,886	92,505	9,835	12,504	1,560	12,799	17,388	3,938	1,547	32,687	60,628	73,242	86.8	79.2	9,259	1,747	4,939	10,687
Richmond, Fred. & Potomac	Aug.	118	1,095	503	1,855	2,153	145	281	27	286	308	67	25	701	1,300	1,507	70.0	70.0	556	333	168	211
	8 mos.	118	9,898	3,618	15,592	18,471	1,332	1,889	215	2,270	2,629	538	247	5,854	10,929	12,116	70.1	65.6	4,663	2,616	1,295	2,125
Rutland	Aug.	391	351	....	377	408	79	86	8	48	59	18	31	155	338	363	89.6	89.0	39	28	9	8
	8 mos.	391	2,812	....	3,008	3,424	570	695	67	460	484	141	254	1,256	2,752	2,958	91.5	86.4	256	224	—2	147
St. Louis-San Francisco	Aug.	4,577	8,408	326	9,443	10,892	1,446	1,390	113	1,560	1,709	609	333	3,732	7,631	8,299	80.8	76.2	1,813	604	1,218	1,289
	8 mos.	4,591	65,396	2,103	72,982	80,188	10,417	11,131	1,292	12,482	13,373	4,883	2,756	30,348	60,705	65,409	83.2	81.6	12,277	4,804	6,671	7,423
St. Louis-San Francisco & Texas	Aug.	143	296	3	328	323	36	35	4	23	28	1	23	145	238	276	72.4	85.5	91	25	10	—9
	8 mos.	143	2,691	19	2,910	3,004	354	328	8	197	246	9	192	1,190	2,029	2,239	69.7	74.6	882	274	143	74
St. Louis Southwestern Lines	Aug.	1,556	4,561	18	4,678	5,426	574	634	84	680	721	185	177	1,587	3,311	3,427	70.8	63.2	1,367	616	618	777
	8 mos.	1,558	37,962	66	38,831	44,065	5,510	5,662	588	5,470	6,005	1,469	1,511	12,971	26,879	28,508	69.2	64.7	11,952	4,651	5,556	6,318
Savannah & Atlanta	Aug.	144	326	2	341	356	39	63	2	55	57	19	15	100	220	247	64.7	69.4	120	48	71	68
	8 mos.	144	2,435	2	2,525	2,677	469	544	13	457	448	155	127	809	1,961	2,017	77.7	75.3	564	198	336	418
Seaboard Air Line	Aug.	4,146	10,360	1,251	12,476	13,024	1,931	1,638	299	2,488	2,452	693	435	4,651	10,177	9,833	81.6	75.5	2,299	754	1,547	1,770
	8 mos.	4,125	85,659	8,956	102,120	111,085	14,687	15,737	1,726	20,520	20,517	5,541	3,564	37,754	82,034	83,406	80.3	75.1	20,086	7,049	11,827	14,506
Southern Railway	Aug.	6,273	18,583	1,213	21,300	22,794	3,248	3,170	305	3,661	4,316	935	483	7,176	15,765	16,592	74.0	72.8	5,534	2,463	2,926	3,521
	8 mos.	6,273	144,103	7,874	164,301	178,746	24,246	24,604	2,392	28,522	32,879	7,524	3,878	55,711	122,161	128,851	74.4	72.1	42,140	14,924	23,176	26,293
Alabama Great Southern	Aug.	328	1,415	70	1,616	1,487	254	295	34	298	346	81	42	471	1,167	1,309	72.2	88.0	449	111	335	69
	8 mos.	328	8,920	374	10,302	12,414	1,965	2,160	279	2,442	2,662	646	330	3,765	9,360	10,159	90.9	81.8	942	781	31	1,104
Cinn., New Orleans & Tex. Pac.	Aug.	337	2,524	124	2,826	3,422	574	546	68	695	752	215	84	851	2,393	2,484	84.7	72.6	433	269	304	674
	8 mos.	337	21,600	808	23,945	28,329	4,755	4,540	589	5,385	5,517	1,695	666	6,932	19,303	19,640	80.6	69.3	4,641	2,197	3,359	5,274
Georgia Southern & Florida	Aug.	397	601	57	714	740	133	177	10	79	82	11	21	267	556	620	77.9	83.8	158	40	—67	—53
	8 mos.	397	5,227	372	6,129	6,353	1,250	1,650	146	640	668	85	176	2,161	4,702	5,265	76.7	82.9	1,427	308	—340	—506
New Orleans & Northeastern	Aug.	203	752	48	873	1,125	182	224	22	197	153	77	25	255	729	714	83.5	63.5	144	55	108	165
	8 mos.	203	6,817	275	7,638	8,414	1,460	1,603	165	1,583	1,315	532	198	1,935	5,758	5,664	75.4	67.3	1,880	1,045	826	1,003
Southern Pacific	Aug.	8,083	39,299	3,072	45,064	46,834	5,188	5,655	502	9,998	10,195	2,443	797	17,582	35,810	37,858	79.5	80.8	9,254	4,042	4,144	3,894
	8 mos.	8,090	293,777	19,855	333,190	349,740	41,044	43,577	4,093	73,687	78,184	19,158	6,467	131,430	269,740	286,922	81.0	82.0	63,450	29,130	29,653	29,295
Texas & New Orleans	Aug.	4,283	10,516	389	11,561	11,914	1,854	1,982	198	1,642	1,514	183	233	4,145	8,462	8,842	73.2	74.2	3,099	1,192	802	759
	8 mos.	4,283	81,697	2,507	89,377	93,262	14,827	15,876	1,531	12,690	11,970	1,470	2,043	33,437	67,747	69,489	75.8	74.5	21,629	8,440	4,205	5,557
Spokane International	Aug.	150	312	....	322	358	37	80	6	32	30	10	6	73	162	214	50.3	59.8	160	71	67	67
	8 mos.	150	2,573	....	2,645	2,564	471	494	31	262	251	80	50	660	1,562	1,540	59.1	60.0	1,082	415	462	495
Spokane, Portland & Seattle	Aug.	936	2,847	122	3,140	2,983	389	491	102	444	474	128	31	1,095	2,074	2,152	66.0	72.2	1,067	240	686	443
	8 mos.	942	19,005	677	21,011	21,117	3,502	3,359	561	3,607	3,535	1,025	273	7,789	16,134	15,981	76.8	75.7	4,877	1,840	2,575	2,291
Tennessee Central	Aug.	286	328	1	348	456	40	73	10	51	64	22	19	115	252	317	72.4	69.5	96	24	37	51
	8 mos.	286	2,522	4	2,639	3,026	330	580	47	391	512	178	146	906	1,993	2,454	75.5	81.1	646	183	150	32
Texas & Pacific	Aug.	1,831	4,897	407	5,885	6,480	802	730	96	991	1,070	270	181	2,403	4,718	4,915	80.2	75.8	1,166	362	474	513
	8 mos.	1,831	40,652	2,434	47,634	52,938	6,554	7,776	769	8,479	8,926	2,136	1,568	19,295	38,676	41,069	81.2	77.6	8,958	3,277	2,232	3,969
Texas Mexican	Aug.	161	236	....	279	340	59	54	6	30	32	11	11	100	224	215	80.2	63.2	55	4	—12	25
	8 mos.	161	2,349	....	2,572	2,460	459	435	46	265	246	85	97	678	1,674	1,614	65.1	65.6	899	385	238	201
Toledo, Peoria & Western	Aug.	239	630	....	647	691	80	114	3	46	67	12	45	154	363	436	56.1	63.1	284	125	90	72
	8 mos.	239	4,780	....	4,906	5,084	603	588	45	432	445	96	397	1,238	2,996	3,070	61.1	60.4	1,910	752	650	604
Union Pacific	Aug.	9,748	42,018	3,379	48,683	49,777	5,377	4,753	523	8,104	7,887	1,874	1,016	16,086	33,003	32,148	67.8	64.6	15,680	7,449	5,648	5,486
	8 mos.	9,752	276,641	19,385	318,951	339,221	43,087	45,736	5,468	60,071	64,252	14,985	9,521	111,538	241,883	255,058	75.8	75.2	77,068	41,844	22,528	23,016
Virginian	Aug.	608	4,197	....	4,389	5,899	428	575	71	572	693	278	53	827	1,996	2,453	45.5	41.6	2,393	1,236	1,371	1,907
	8 mos.	608	31,293	....	32,714	44,087	3,581	4,505	517	5,490	5,623	2,249	468	6,591	17,140	19,438	52.4	44.1	15,574	7,808	8,812	13,498
Wabash	Aug.	2,392	7,982	493	9,321	10,435	1,123	1,280	124	1,480	1,550	438	332	4,455	7,834	8,409	84.0	80.6	1,487	330	456	781
	8 mos.	2,392	63,017	3,056	72,481	82,862	8,670	9,497	741	11,532	12,110	3,583	2,797	33,849	60,355	64,479	83.3	77.8	12,126	3,954	2,728	6,495
Ann Arbor	Aug.	294	760	....	814	886	92	99	7	151	171	43	30	351	652	721	80.0	81.4	163	44	108	69
	8 mos.	294	5,640	....	5,780	6,380	631	769	52	1,244	1,322	337	257	2,824	5,150	5,419	89.1	84.9	630	386	140	303
Western Maryland	Aug.	844	3,516	....	3,693	4,589	525	645	47	697	784	284	115	1,221	2,758	3,246	74.7	70.7	935	207	952	1,072
	8 mos.	845	27,595	....	29,117	37,072	4,113	4,832	463	6,033	6,442	2,222	943	9,821	22,703	25,802	78.0	69.6	6,414	2,880	5,450	8,135
Western Pacific	Aug.	1,192	4,242	247	4,607	5,239	528	935	80	642	678	216	195	1,590	3,243	3,739	70.4	71.4	1,363	107	1,115	700
	8 mos.	1,192	30,431	1,689	32,978	37,145	4,636	5,719	632	5,374	5,196	1,727	1,706	11,992	26,000	27,229	78.8	73.3	6,979	2,130	4,280	5,089
Wisconsin Central	Aug.	1,031	2,648	60	2,911	3,141	330	517	42	355	425	102	90	1,169	2,089	2,401	71.7	76.4	822	177	539	293
	8 mos.	1,031	19,429	297	20,983	23,098	2,740	3,798	347	3,564	3,761	827	747	9,099	17,344	18,833	82.7	81.5	3,639	1,466	951	1,379

Westinghouse all-new d-c traction motors drive P.R.R.'s new Budd cars

Advanced design of Westinghouse Ignitron Rectifiers, motors and transformers helps cut car weight, increases acceleration and scheduled speed



Four of these lightweight Westinghouse 100-hp traction motors drive each car.



Use of a Westinghouse 418-kva Inerteen®-filled transformer with forced cooling further reduces weight of equipment.

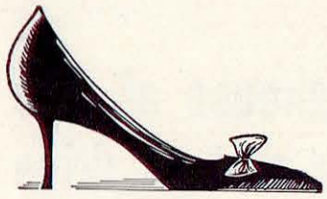
The Pennsylvania Railroad has placed in operation six all-new Budd Ignitron Rectifier multiple-unit commuter cars. Four Westinghouse 100-hp traction motors drive each car at higher accelerations and operating speeds than ever before. A six-car train of these new Budd units can attain a speed of 90 mph on a level tangent track with 12 kv at the trolley.

Designed and built for lightness and speed, these cars exemplify today's advanced body and drive designs. The average weight per seat of these new cars is 725 lbs, as compared to a weight of up to 1900 lbs per seat for presently operated cars.

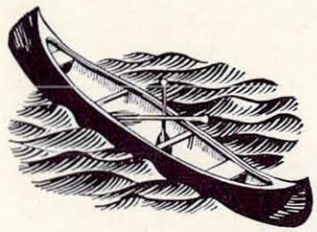
Helping to make this weight reduction possible are the refinements embodied in the design of the high-speed motors. New concepts in commutator design, coil construction and banding have cut motor weight by 50 percent without sacrificing performance. Ignitron Rectifiers and controls have been simplified, with some auxiliary components combined into a minimum number of assemblies.

The result — peak performance, lightweight equipment designed for economical, efficient customer service. For full information on how Westinghouse traction drives can fit your specific railroad and rapid transit needs, call your local Westinghouse representative, or write Westinghouse Electric Corporation, P.O. Box 868, Pittsburgh 30, Pennsylvania. J-15009

YOU CAN BE SURE...IF IT'S Westinghouse



For shipping shoes



or canoes

or liquid shampoos

The better way is Santa Fe

No matter what you ship, you can depend on the "know-how" of Santa Fe's traffic men to properly serve you. Call your nearest Santa Fe traffic office and have the longest railroad in the country go to work for you.

Santa Fe

Ideas for Better Shipping

STEEL STRAPS hold sucker rods between spacer blocks. Five or six sets of blocks are used in each package, depending on rod length.

Ships Steel Rods Cheaply

What makes an economical, damage-free package for shipment of steel rods 25 and 30 ft long? That's a question successfully answered at the Ambridge, Pa., plant of the Spang-Chalfant division of National Supply Company.

Shipments requiring this special care are precision-made sucker rods. They are coupled together in strings hundreds of feet long in oil wells to operate pumps that bring oil to the surface. Such rods are from ⅝ in. to 1 in. in diameter, with larger upset ends for threaded joints and for a square section on which a wrench is used. Made of special steels, and to rigid specifications, rod qualities must be maintained after manufacture. Their straightness, and the threads on the two ends, especially, require protection during handling and shipment, which may take the rods in carload lots from Ambridge to Oklahoma, Texas and other states.

Simplicity and compactness are the two principal requirements for packaging which will assure delivery of the rods in perfect condition. To meet these requirements, National Supply engineers developed an open packaging arrangement with low-cost, expendable components which hold the rods apart as positively as eggs in a crate.

Only two principal elements are required for a package containing 40, 60 or 80 rods (depending on diameter) which may weigh up to approximately two tons. These are: (1) 28½-in. oxiline-treated seasoned wood separator blocks, 1⅝-in. square, with 15 or 20 grooves across both long sides, and two 2x4's grooved on one side only for top and bottom of each package. Four layers of rods are held between five blocks positioned with screw-type nails. Five or six sets of blocks are used in this manner with a spacing of 66½ in. along the rods. Maximum compactness is achieved by staggering upset ends of the rods. Steel straps encircle the package.

For overhead handling, two lifting rods and a set of wire rope slings are supplied with each package. Simple clamps are attached to two of the outer wooden separator blocks to hold the lifting rods during shipment. These lifting rods can be slipped through wire rope slings under the package after slings are inserted down between the rods in the center of the package.

Packages are of one standard width. Height varies from 8⅞ to 10⅛ in., because of differences in rod diameters. If a fractional package is required, standard arrangements have been developed for distributing the rods to make the package as effective when it is partially filled as when it is full.

Have YOU Investigated RUTLAND RAILWAY

SPEED-SAVE SERVICE

This MODERN WAY of shipping small-lots to ALL of the NORTHEAST can save you MONEY-TIME-CAPITAL.

Let us SHOW you how it can improve your transportation picture.

CALL or WRITE your nearest RUTLAND RAILWAY office TODAY. Ask for new Speed-Save Service brochure.

RUTLAND RAILWAY
Rutland, Vermont

EASY DOES IT!

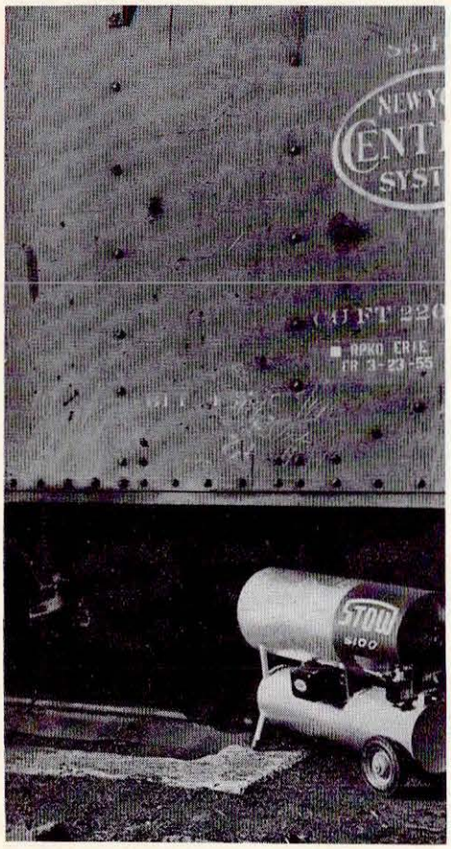
It's so easy to get courteous, competent help on shipping matters that pertain to the Southland. Just sit back and call one of our freight sales and service representatives. Phone now and see!

THE SOUTHERN SR SERVES THE SOUTH

Your freight keeps moving on the modern Southern that serves the modern South!

SOUTHERN RAILWAY SYSTEM

New Products Report

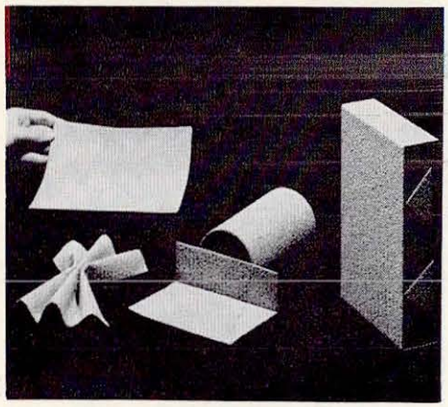


Portable Heater

A new recirculating oil-fired portable heater is said to be ideal for providing temporary heat to keep workers warm in warehouses, shipping platforms, freight cars or other unheated areas. The manufacturer says it can also be used to thaw out frozen equipment and material. The heater features a built-in thermostat which automatically turns the heat on and off. The heaters are available in six sizes ranging from 100,000 to one million BTU per hour. *Dept. RA, Stow Mfg. Co., 377 Shear st., Binghamton, N. Y.*

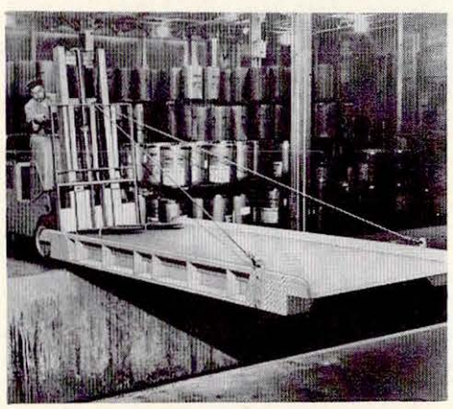
Non-Skid Container

A new type of corrugated container which resists skidding is expected to find greatest use in the beverage and food trades. The new containers are designed to decrease damage caused by container skidding and slippage on production lines, in transit, and in warehouse operations. There is also less danger of injury to personnel. The container's non-skid properties are built right into the board when it is manufactured at the paper mill. *Dept. RA, Olin-Mathieson Chemical Corporation, 460 Park ave., New York 22.*



Non-Slip Packing

A non-marring slip-proof material for protecting crated goods is recommended for use wherever scuffing or breakage of merchandise might be a problem. It can be used for divider cushions, to protect critical areas of major appliances, or strategically placed on nested items to prevent nicking or scratching. A plastic film backing provides a complete moisture barrier, and a pressure-sensitive adhesive makes applications easy and fast. *Dept. RA, Minnesota Mining & Manufacturing Co., 900 Bush st., St. Paul 6, Minn.*



Removable Magnesium Bridges

New removable magnesium bridges can be used to connect plant and warehouse buildings, span railroad spurs, etc. According to the manufacturer, they are quickly installed without alterations to existing docks and floors, and can be easily removed for freight car spotting. They are available in lengths ranging from 10 to 24 ft, and in widths of 58 and 70 in. Load capacities range from 7,000 to 16,000 lb. Accessories include cable eyes and lift loops. *Dept. RA, Magline, Inc., 1900 Mercer st., Pinconning, Mich.*

Zippered Tarpaulin

"Zipptarp," usable as a shipping or storage cover, is said to eliminate purchase of different canvases and to avoid expense of custom canvas work. It consists of panels of varying sizes and materials which may be connected by a plastic zipper track. The tarpaulin is manufactured in polyethylene or polyethylene coated paper or cotton (light weight); waterproof canvas (medium weight), or vinyl coated nylon (heavy duty). *Dept. RA, W. A. Plummer Manufacturing Co., 752 South San Pedro st., Los Angeles 14, Cal.*

Dock Shelter

A new rail and truck loading dock shelter incorporates many patented features. Included are one-man operation in seconds, spring-tensioned upper frame, adjustable front head curtain, UL approved fabric, frame assembled at the plant, and other features said to have been found previously only in higher-priced shelters. Standard fabricated sizes for these "Econo-Dox" shelters include a maximum width up to 11 ft and maximum height to 13 ft. *Dept. RA, Frommelt Industries, Dubuque, Iowa.*

IC Merges Trains

Passenger Service Curtailed Between Chicago, St. Louis

One of the country's most competitive passenger runs—Chicago-St. Louis—is becoming less and less crowded.

Three railroads ran 11 trains each way daily over the route at the start of 1958. Now there are eight.

Illinois Central made the latest service cut, consolidating three trains each way into one. Previously, IC had morning, afternoon and overnight trains in each direction. Now the remaining train offers morning departure from Chicago, mid-afternoon departure from St. Louis.

The Illinois Commerce Commission approved the service reduction but, at the same time, ordered IC to operate one train daily each way between Chicago and Springfield, Ill., on an experimental basis. Opposition witnesses at ICC hearings had contended that most of IC's loss on the overall run was incurred between Springfield and St. Louis.

The Chicago-St. Louis train will run as Nos. 21-22—the "Green Diamond."

The Gulf, Mobile & Ohio started the Chicago-St. Louis cutback earlier this year, dropping from five trains to four each way daily. GM&O has also abandoned its last rail passenger operation south of St. Louis, the "Gulf Coast Rebel," between St. Louis and Mobile, Ala.

Wabash, third carrier on the Chicago-St. Louis run, has maintained its schedule of three trains each way daily.

Gen. Lasher Urges New ICC Legislation

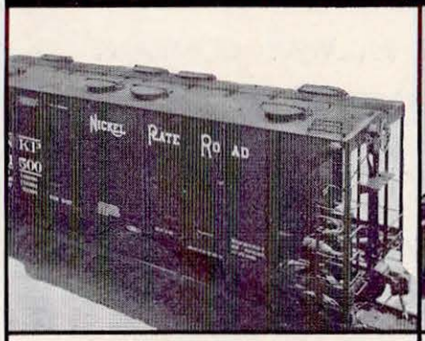
A "new look" in transportation legislation—that is, a complete redrafting of the Interstate Commerce Act—was called for by Maj. Gen. E. C. R. Lasher at a recent meeting of the Pacific Northwest Advisory Board in Yakima, Wash. Gen. Lasher is president and chief executive of North American Car Corp.

Terming the Transportation Act of 1958 a definite step forward, Gen. Lasher nevertheless said that it is "simply one more patch on a worn-out concept embodied in transportation laws written in 1887."

A new act, he pointed out, would be a step in forging a fully integrated transportation system. It would seem important, he declared, "that we stop considering the railroads, airlines, merchant marine and motor carriers as separate problems . . ."

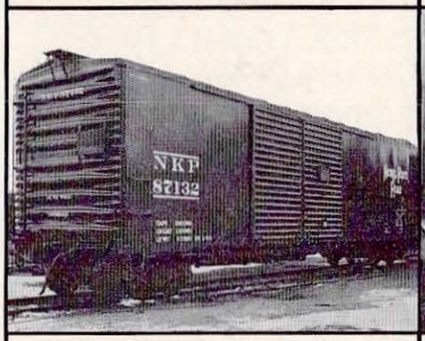
Gen. Lasher emphasized that legislation "must be based on economic principles which recognize the dynamic technological advances of our entire transport industry —not only those advances which have manifested themselves over the past 50 years, but flexible enough to accommodate those which will be manifest in the future."

The railroad that runs by the customer's clock . . .

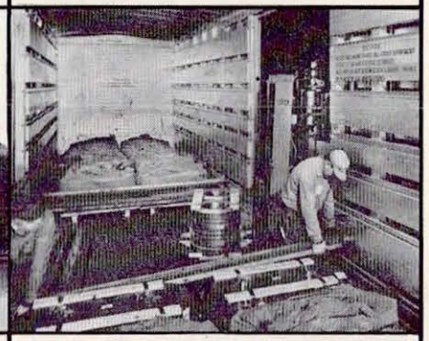


MODERN RAILROADING needs modern equipment such as the 100 new covered hopper cars just added to the NKP fleet.

TYPICAL OF NKP PROGRESS. Piggyback gives NKP shippers extra flexibility and convenience.



KEEPING PACE with a growing America. 650 new boxcars have recently joined the NKP fleet.

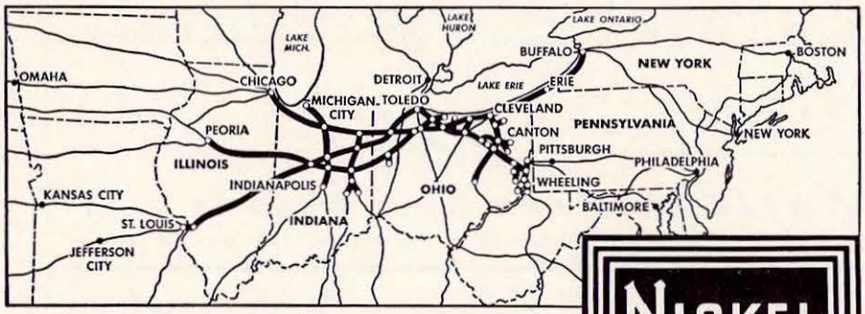


DF CARS GIVE NKP shippers extra protection for ladings that need special handling and bracing.

A Progressive Railroad serving a GROWING AMERICA

The Nickel Plate has the equipment, the manpower and the know-how to serve the transportation requirements of a growing America. The Nickel Plate offers fast schedules, dependable deliveries, tracing information and flexibility to meet your special requirements.

43 Nickel Plate traffic offices are located in principal cities. All have TWX teletype facilities to speed your requests for information and service.



Speed your freight ship ***Nickel Plate***

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Quanah ROUTE

QUANAH, ACME & PACIFIC RAILWAY COMPANY

THE TRANSCONTINENTAL CUT-OFF

Q. A. & P.
FAST, SMOOTH!
DEPENDABLE
THE YARDMASTER'S TRYING OUT A SYSTEM OF LOADING A NEW CREW AND UNLOADING AN OLD CREW WITHOUT THE "FLASH" EVER HAVING TO STOP... OUR M.I.P.s (Most Important People—The Quanah's Patrons ARE GONNA LOVE IT... BUT IT WON'T BE POPULAR WITH THE BUMS!

NEW SCHEDULE EXAMPLES

TWO DAYS	**Oklahoma City to California Coast**
THREE DAYS	**(St. Louis) (Birmingham) (Memphis) to California Coast**
FOUR DAYS	**(Atlanta) (Cincinnati) to California Coast (Detroit)**
FIVE DAYS	**East Coast to West Coast**

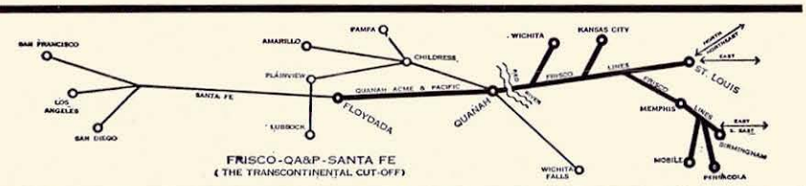
For Careful Handling, Fast and Dependable Service Route via Frisco — QA&P — Santa Fe, or vice versa, to/from Arizona — California.

Your patronage is constantly solicited and always appreciated.

W. L. Richardson
Executive Vice President

BETWEEN EAST AND WEST QA&P IS BEST!

(QA&P-Frisco-AT&N—ONE SYSTEM, 5000 miles serving nine states in the Southeast and Southwest)



Facts and Figures

August Accidents

The ICC has published its Bureau of Transport Economics and Statistics' preliminary summary of railroad accidents for August and this year's first eight months. The compilation, subject to revision, follows:

Item	Month of August 1958	8 months ended with August 1958
Number of train accidents*	352	2,375
Number of accidents resulting in casualties	23	187
Number of casualties in train, train-service and nontrain accidents:		
Trespassers:		
Killed	90	481
Injured	74	450
Passengers on trains:		
(a) In train accidents*		
Killed	2	2
Injured	59	271
(b) In train-service accidents		
Killed	2	7
Injured	93	775
Employees on duty:		
Killed	18	118
Injured	1,135	8,318
All other nontrespassers:**		
Killed	122	835
Injured	266	2,541
Total—All classes of persons:		
Killed	234	1,443
Injured	1,627	12,355

* Train accidents (mostly collisions and derailments) are distinguished from train-service accidents by the fact that the former caused damage of more than $750 to railroad property. Only a minor part of the total accidents result in casualties to persons, as noted above.

Casualties to "Other nontrespassers" happen chiefly at highway grade crossings. Total highway grade-crossing casualties **for all classes of persons, including both trespassers and nontrespassers, were as follows:

Persons:		
Killed	102	794
Injured	169	1,871

Dividends Declared

ATCHISON, TOPEKA & SANTA FE.—30¢, quarterly, payable December 8 to holders of record October 31.

ATLANTIC COAST LINE.—50¢, quarterly, payable December 12 to holders of record November 3.

CLEVELAND & PITTSBURGH.—4% special betterment, 50¢, quarterly; 7% regular guaranteed, 87½¢, quarterly, both payable December 1 to holders of record November 10.

CLEVELAND, CINCINNATI, CHICAGO & ST. LOUIS.—$1.25, quarterly, payable October 31 to holders of record October 21.

DAYTON & MICHIGAN.—8% preferred, $1, quarterly, payable January 6, 1959, to holders of record December 10.

DELAWARE.—$1, semiannual, payable January 2 to holders of record December 15.

ERIE & PITTSBURGH.—guaranteed, 87½¢, quarterly, payable December 10 to holders of record November 28.

LOUISVILLE & NASHVILLE.—$1.25 quarterly, payable December 12 to holders of record November 3.

MINNEAPOLIS, ST. PAUL & SAULT STE. MARIE.—50¢, semiannual, payable October 30 to holders of record October 16.

MOBILE & BIRMINGHAM.—4% preferred, $2, semiannual, payable January 2, 1959, to holders of record December 1.

NORTHERN CENTRAL.—$2, semiannual, payable January 15, 1959, to holders of record December 31.

NORTHERN OF NEW HAMPSHIRE.—$1.50, quarterly, payable October 31 to holders of record October 16.

ONTARIO & QUEBEC.—$3, semiannual, payable December 1 to holders of record October 31.

PHILADELPHIA, GERMANTOWN & NORRISTOWN.—$1.50, quarterly, payable December 4 to holders of record November 20.

PITTSBURGH, FORT WAYNE & CHICAGO.—common, $1.75, quarterly; 7% preferred, $1.75, quarterly, both payable January 2, 1959, to holders of record December 10.

PITTSBURGH, YOUNGSTOWN & ASHTABULA.—7% preferred, $1.75, payable December 1 to holders of record November 20.

RUTLAND.—5% participating preferred, $1.25, accumulation, payable October 30 to holders of record October 10.

WESTERN PACIFIC.—75¢, quarterly, payable November 17 to holders of record November 3.

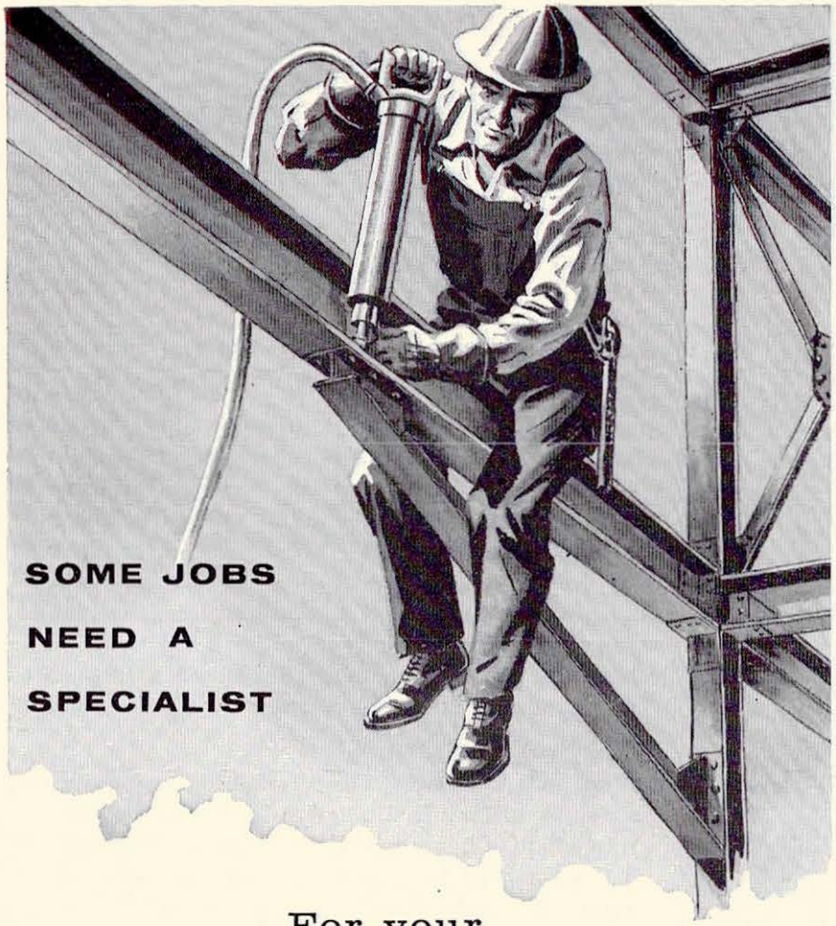
BURLINGTON *attracts passenger business with the new Vista-Dome Denver Zephyr*

STANDARD OIL DIESEL LUBRICANTS
HELP KEEP EQUIPMENT ON THE JOB

The latest full-scale passenger train to go into service is the Burlington's new Vista-Dome Denver Zephyr. Since the initial run of this 13-car train, October 28, 1956, the EMD power units have been lubricated with Standard Oil products. With the help of these Standard Oil Diesel Engine Lubricants, the train makes the 1,034 mile, 16 hour (16:30 west bound) run between Denver and Chicago with ease, sureness of schedule and passenger comfort.

Since the Burlington began making passenger-carrying history in 1934 with its initial Zephyrs, Standard Oil has supplied the diesel engine lubrication—a sure sign that the customer is being supplied with lubricants that can do the job. May we be of service to you? Railway Sales Department, **Standard Oil Company, (Indiana), 910 South Michigan Avenue, Chicago 80, Illinois.**

YOU EXPECT MORE FROM STANDARD AND GET IT!



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you can depend on the
Cotton Belt's safe handling
all the way.

People in the News

S. M. Gossage
CPR

T. S. Williams
Seaboard

ATLANTIC COAST LINE.—**George L. Mitchell,** general purchasing agent, Wilmington, N. C., retires Nov. 3 and that position abolished. **L. C. Walsh,** purchasing agent, assumes general jurisdiction of the purchasing and stores department.

BRITISH & IRISH RAILWAYS.—**H. P. Barker,** part-time member, British Transport Commission, appointed a non-resident director and president of B&IR, New York, succeeding **F. A. Pope,** retired.

BRITISH COLUMBIA ELECTRIC.—**W. C. Mainwaring,** vice president and assistant to president, BCE, and president of Western Development & Power, Ltd., a subsidiary of BCE, retired. **A. E. Grauer,** president of BCE, succeeds Mr. Mainwaring as president of the Development Company. **E. Douglas Sutcliffe,** executive assistant to president of the Development Company, named general manager. **Jack H. Steede,** chief engineer, electrical division, BCE, appointed vice president in charge of electric operations on the Mainland. **John J. Carson,** director of industrial relations, named vice president.

BURLINGTON.—**E. W. Gibson,** office engineer, appointed engineer of capital expenditures, Chicago, to succeed **H. G. Porter,** retired (RA, Oct. 6, p. 39).

Charles A. Christensen, division engineer, Denver, Colo., appointed to the newly created position of engineer of public works, Chicago.

R. F. Tompkins, passenger agent, New York, promoted to district passenger agent, Pittsburgh, to succeed **D. A. Coffeen,** traveling passenger agent, retired. **James E. McNamara** named to the newly created position of district passenger agent, Chicago.

CANADIAN PACIFIC.—**R. A. Emerson,** vice president — operation and maintenance, Montreal, elected vice president. **George H. Baillie,** vice president, Eastern region, Toronto, Ont., appointed vice president—operations, Montreal, with jurisdiction over all rail lines. **S. M. Gossage,** assistant vice president—personnel, Montreal, succeeds Mr. Baillie.

Graham Nichols appointed to the new position of press relations officer at Calgary, Alta.

R. W. Webb, division engineer, Woodstock, N. B., transferred to the Farnham (Que.) division, succeeding **J. A. Shearer,** transferred.

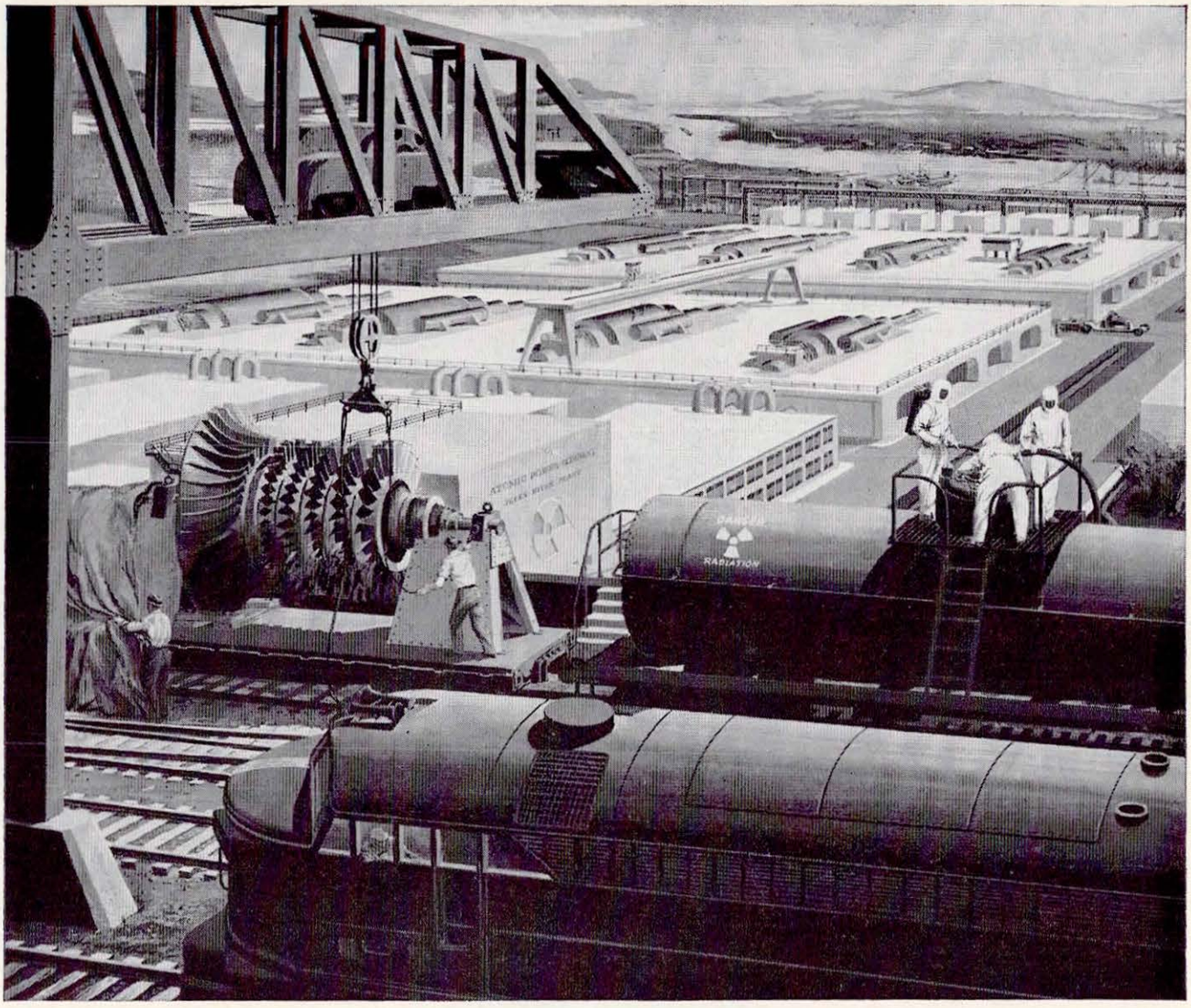
F. S. Champagne, assistant superintendent, **Quebec Central,** Sherbrooke, Que., appointed assistant superintendent, CPR, Three Rivers, Que., succeeding **G. A. Powell,** transferred.

CHESAPEAKE & OHIO.—**Gibson Seward** and **John A. Black** named general agents, passenger department, Chicago and Richmond, respectively. Mr. Seward succeeds the late **D. F. O'Connell. J. P. McIntyre,** coal traffic agent, Detroit, retired.

CHICAGO & EASTERN ILLINOIS.—**William H. Rogers,** industrial agent, Chicago, appointed director of industrial development there, succeeding **George A. Craig,** promoted (RA, Oct. 13, P. 49).

(Continued on page 70)

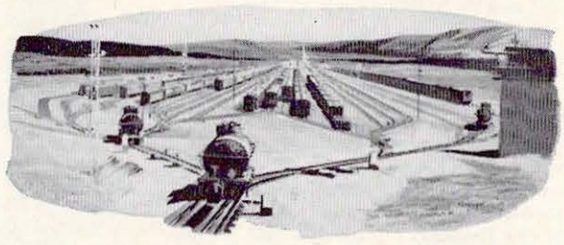
America's atoms-for-peace program moves ahead on rails of steel...



Another example of how railroad progress goes hand in hand with U.S. progress

From the very start of the nation's vital atoms-for-peace program, America's progressive railroads have played an essential role. The transportation job required in the construction of nuclear projects is vast and complex—and will become more so. And no other form of transportation can handle it with the efficiency and economy of the railroads.

Ever increasing efficiency enables the railroads to keep pace with the newest and most dramatic developments in our national life—a partnership in progress that is essential to every one of us, in peace as well as in war.



RAILROAD PROGRESS: *Electronic freight yards improve service, speed shipments, keep America's freight on the move.*

AMERICA MOVES AHEAD WITH THE RAILROADS

Association of American Railroads, Washington, D. C.

ESSENTIAL TO THE NATION'S ECONOMY

People in the News

(Continued from page 68)

CHICAGO SOUTH SHORE & SOUTH BEND.—Earl Q. Lind, general agent, Portland, Ore., appointed general western freight agent, Seattle, Wash., succeeding **W. P. Teegardin,** retired. **Donald J. MacLeod** and **E. Jack Thompson,** commercial agents, promoted to general agents, Seattle and Portland, respectively. **James Ratcliffe,** general agent, Chicago & Eastern Illinois, Vancouver, B. C., appointed general agent, CSS&SB, Vancouver.

FRENCH NATIONAL RAILROADS.—André Tiers appointed general representative for North America in New York, succeeding **Pierre Deshayes,** assigned to a special mission in the Far East, with headquarters at Bangkok. Mr. Tiers was formerly general representative for Algeria and Tunisia, with offices in Algiers.

FRISCO.—B. E. Buterbaugh appointed construction engineer, Tulsa, Okla.

GREAT NORTHERN.—H. M. Whyte, assistant to the chief mechanical officer, St. Paul, appointed superintendent of motive power, Spokane, Wash., to succeed **R. A. Smith,** who retired Oct. 21. **J. G. German,** master mechanic, Seattle, Wash., named to succeed Mr. Whyte, and in turn is replaced by **T. W. Mackenroth,** transferred from Great Falls, Mont. Mr. Mackenroth's successor is **R. E. Johnson,** traveling engineer, Spokane.

JERSEY CENTRAL.—Robert J. Daha named tax accountant, Jersey City, N. J. Mr. Daha has been practicing law in Cleveland, Ohio, for the past two years.

KANSAS CITY TERMINAL.—W. M. Stapleton elected general counsel, to replace the late **H. F. Blackwell, Jr.**

LEHIGH & HUDSON RIVER.—John Crossman, western traffic manager, Chicago, retired.

LOUISVILLE & NASHVILLE. — Charles G. Van Flandern appointed freight traffic agent, Cincinnati.

William H. Swiggart, vice president and advisory counsel, Nashville, Tenn., retires Oct. 31. Judge Swiggart has accepted appointment as special counsel, L&N, Nashville, effective next week, Nov. 1.

NORFOLK & WESTERN.—C. M. Francis has been appointed assistant freight traffic manager, Norfolk, Va.

PENNSYLVANIA.—D. E. Pergrin, district engineer, Columbus, Ohio, appointed regional engineer, Southwestern region, Indianapolis, Ind. **T. C. Netherton,** district engineer, Harrington, Del., transferred to Fort Wayne, Ind., succeeding **L. A. Pelton.** Mr. Pelton transferred to Harrisburg, Pa., replacing **R. A. Westergren,** resigned. **R. H. Smith, Jr.,** district engineer, Chicago, succeeds Mr. Pergrin at Columbus. Mr. Pergrin replaces **W. W. Boyer,** retired. **W. B. Knight,** assistant district engineer, Baltimore, promoted to succeed Mr. Netherton. **R. E. Gorsuch** named assistant engineer, Philadelphia. **R. P. Howell,** supervisor track, Canton, Ohio, named assistant district engineer, Harrisburg, Pa., succeeding **C. W. Owens,** transferred to Baltimore. **E. M. Bissinger,** supervisor track, Steubenville, Ohio, appointed assistant district engineer, Philadelphia, succeeding **J. H. Burdakin,** named assistant trainmaster, Louisville, Ky. **R. A. Shaw,** supervisor track, Williamsport, Pa., appointed assistant engineer, office of assistant chief engineer—staff, Altoona, Pa.

Dr. A. Walter Hoover, regional medical officer, Northern region, Buffalo, N.Y., transferred to the New York Region at Pennsylvania Station, succeeding **Dr. John D. Talbert,** resigned.

MEXICAN GOVERNMENT RAILWAY SYSTEM.—Felipe de J. Cuenca appointed executive traffic representative, Washington, D. C., succeeding **Horacio De Echagaray,** assigned to duties in Mexico.

MISSOURI PACIFIC — TEXAS & PACIFIC. — R. H. Waterman, tax commissioner, T&P, Dallas, Tex., appointed general tax commissioner, MoPac and T&P, St. Louis, succeeding **W. E. Kline,** retired.

ONTARIO NORTHLAND.—L. J. Parker appointed public relations officer, North Bay, Ont., succeeding **O. T. G. Williamson,** assigned to special duties as executive assistant to chairman.

OREGON, CALIFORNIA & EASTERN.—A. A. Ledegar appointed assistant general auditor, St. Paul, Minn., succeeding **H. J. Knaff,** retired. **J. F. Arth,** named auditor freight accounts, succeeding **L. J. Kittley,** promoted.

PACIFIC ELECTRIC.—R. C. Hollinger, assistant auditor, miscellaneous accounts, Southern Pacific, San Francisco, appointed auditor, PE, succeeding **John J. Suman,** who retired September 30.

RAILWAY EXPRESS AGENCY.—Walter J. O'Maley, general manager, North Central divisions, Chicago, retires Oct. 31.

Takeshi Nagaoka appointed special United States representative of **Nippon Express Company, Ltd.,** Tokyo, Japan, stationed at REA headquarters in New York.

SEABOARD.—H. R. Boyette named mechanical engineer, Richmond, succeeding **William M. Harrison, Jr.** (RA Oct. 13, p. 49).

T. S. Williams, assistant engineer of buildings, promoted to engineer of buildings, Norfolk, succeeding **J. C. Williams,** who retired October 1.

UNION PACIFIC.—E. J. Connors, vice-president, Omaha, Neb., retired Sept. 30 after 51 years of railroad service.

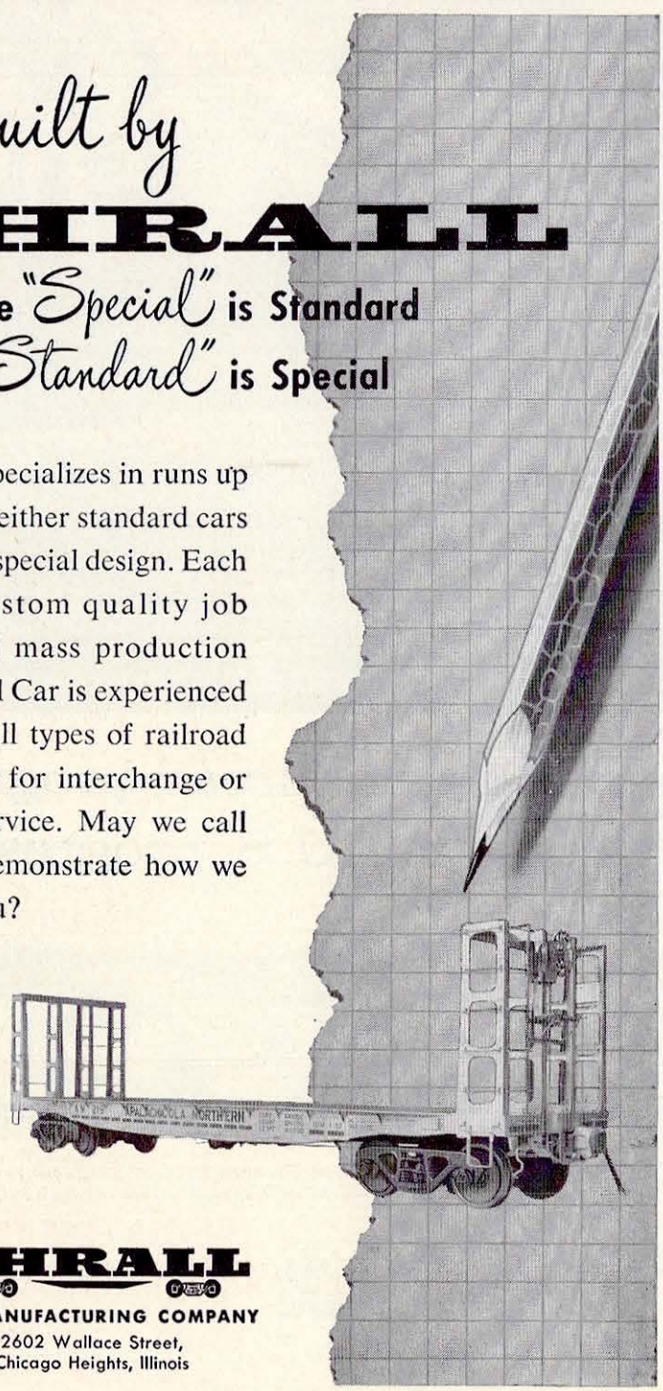
Carl A. Morris appointed general traffic agent, Boston, Mass., succeeding **Mark W. Coonerty,** who retires Oct. 31.

built by

THRALL

Where the "Special" is Standard and the "Standard" is Special

Thrall Car specializes in runs up to 200 cars—either standard cars or your own special design. Each unit is a custom quality job delivered at mass production prices. Thrall Car is experienced in building all types of railroad cars whether for interchange or industrial service. May we call on you to demonstrate how we can serve you?



Write for our booklet "Cost-cutting Customs on 'Customs'." It shows examples of Special and Standard cars of all types.

THRALL
CAR MANUFACTURING COMPANY
2602 Wallace Street,
Chicago Heights, Illinois

Supply Trade

Calvin L. Wright has been appointed field service engineer for **A. M. Byers Company** in Baltimore, succeeding **Eugene V. H. Ross,** who retired September 1. **Robert B. McQuarrie** has been named Northwest coast field service engineer at San Francisco. **James A. MacDonald** is the new representative in Toronto, Ont., Can.

J. E. Vaughan has been elected president of the **Prime Manufacturing Company,** succeeding **H. G. Wild,** who will continue with the company as vice president and treasurer. Mr. Vaughan was formerly secretary in charge of manufacturing and purchasing. **William H. Welty** has been appointed vice president in charge of sales.

Arthur L. Berry has been elected president of the **Van-Car Corporation,** affiliated with a group of railroads in Trailer Train Company, piggyback car leasing agency of which Mr. Berry is general manager.

C. V. Blackburn, vice president—sales, **Stran-Steel Corporation,** a division of National Steel, has been appointed executive vice president. **Julius G. Skaaren,** manager of building sales, has been named general sales manager. **George R. Thomas** replaces Mr. Skaaren as manager of building sales. **Max Luft** has been appointed marketing services manager. **Lamar Heine** replaces Mr. Luft as manager of customer service. **Robert R. Scrase** has been named executive assistant to executive vice president. **John H. Murphy,** formerly with Ford Motor Company, is manager of the newly created product planning and coordinating department.

Philip W. Scott has been elected a group vice president of the **Budd Company,** with supervision over four of the company's divisions, at Philadelphia. Mr. Scott was formerly administrative vice president of the Byron Jackson division, Borg-Warner Corporation.

The Washington, D. C., branch of **Exide Industrial Division, Electric Storage Battery Company,** moved recently into new offices at 4000 Albemarle Street, N. W. **J. A. Klingensmith,** sales manager, and the sales and service engineers, moved from 1819 L Street, N. W. **Roland Whitehurst,** vice-president at Philadelphia, retires October 31.

Herchel M. Richey has been elected vice president in charge of the Manufacturing, Roller Bearing and Rock Bit divisions of the **Timken Roller Bearing Company,** Canton, Ohio, succeeding **A. M. Donze,** who retires October 31.

E. Woodward Allen, vice president of **Thomas A. Edison Industries, McGraw-Edison Company,** and manager of engineering, **Storage Battery Division,** has retired.

Frank W. Hughes has been appointed representative for the Railroad division of **Ex-Cell-O Corporation** in the Philadelphia area, with offices at 987 Suburban Station Building, Philadelphia 3.

J. J. Nolan has been appointed western sales manager, Railway Appliance division, **True Temper Corporation,** at Chicago. Mr. Nolan will continue to handle his accounts in the Southwestern territory.

Industrial Traffic

Robert F. Mackrell, director of transportation, **National Gypsum Company,** Buffalo, N.Y., will retire November 1. **William T. Davidson,** general traffic manager, will succeed Mr. Mackrell.

Edward F. Lodge, Jr., has been named director, traffic department, of **Atlas Powder Company,** Wilmington, Del., succeeding **George R. Horn,** retired. Mr. Lodge was formerly in charge of traffic research for Hercules Powder Company.

Harry H. Horton, traffic manager of **General Baking Company,** New York, will retire November 15. Mr. Horton plans to open his own traffic consultation firm at 714 Bank of Commerce Building, Portland, Me.

William E. Fowler, vice president—traffic and purchasing, **Youngstown Sheet & Tube Company,** Youngstown, Ohio, retired.

Lloyd D. Straley, formerly traffic manager of **Detrex Chemical Industries, Inc.,** has been appointed field representative of **Art Brockman, Inc.,** Dearborn, Mich.

Howard C. Happe appointed supervisor travel and hotel arrangements in the traffic department of **Ebasco Services Incorporated.** Mr. Happe was formerly in the traffic department of Standard Oil Company of New Jersey.

Calvin E. Dingler has been appointed port director of the **Port of Erie,** Pa.

Ross W. Bennington, general traffic manager, appointed director of traffic for **United States Rubber Company,** New York, succeeding **James W. Harley,** retired.

D. R. May, freight claims manager of the **Armstrong Cork Company,** Lancaster, Pa., retired.

Adolph L. Rossiter, assistant traffic manager, **Universal Atlas Cement Division, United States Steel Corporation,** Kansas City, Mo., retired.

Donald Soule, assistant traffic manager, **Lyon Metal Products, Inc.,** Aurora, Ill., has been promoted to traffic manager, succeeding the late **H. H. McManus. Charles Miller** succeeds Mr. Soule as assistant traffic manager.

Organizations

AMERICAN ASSOCIATION OF RAILROAD TICKET AGENTS.—Newly elected officers are: President, E. P. Capelle, Union Passenger Terminal, New Orleans, La.; vice president, E. A. Arbagey, New York Central, Chicago; secretary-treasurer, J. D. Florance, Rock Island, Chicago; executive committee—W. W. Wilson, New York Central, Niles, Mich.; David Spahr, Southern Pacific, Los Angeles; Gilbert C. Markman, Chicago & North Western, Boone, Iowa.

ASSOCIATED TRAFFIC CLUBS OF AMERICA. — L. Edward Galaspie, director of traffic, Reynolds Metals Company, elected president of this association.

DELTA NU ALPHA TRANSPORTATION FRATERNITY. —National convention was held Oct. 24-26 at the Leamington Hotel, Minneapolis, Minn. Speaker for luncheon meeting Oct. 25 was Dr. George P. Baker, professor of transportation, Harvard Graduate School of Business Administration.

GENERAL AGENTS CLUB OF PHILADELPHIA.—New officers are: Chairman, Hugo Franke, Missouri Pacific; vice-chairman, J. P. Lynch, Western Maryland; secretary-treasurer, L. J. Paternoster, Wabash.

NORTHWEST SHIPPERS ADVISORY BOARD. — Fall meeting will be held Oct. 29-30 at the Gardner Hotel, Fargo, N.D. Speaker at luncheon meeting Oct. 30 will be R. W. Downing, vice president—executive department, Great Northern.

RAILWAY LABOR EXECUTIVES' ASSOCIATION.—Milton Plumb, assistant editor, AFL-CIO News, appointed director of publicity of the RLEA.

SOUTHERN TRAFFIC LEAGUE.—New officers are: President—**L. Edward Galaspie,** director of traffic, Reynolds Metals Company, Richmond, Va.; vice presidents—**W. L. Murph, Jr.,** traffic manager, Cannon Mills Company, Kannapolis, N.C., and **Caughey B. Culpepper,** general manager, Atlanta Freight Bureau; chairman, board of governors—**C. L. Denk, Jr.,** general traffic manager, Fulton Bag & Cotton Mills, Atlanta; and executive secretary—**Harry F. Gillis,** Washington, D.C.

OBITUARY

W. T. Coyne, passenger traffic and public relations manager, **Southern Pacific,** Chicago, died Oct. 12 in St. Francis Hospital, Evanston, Ill.

Arthur E. Heimbach, 55, president of **General Railway Signal Company,** Rochester, N. Y., died October 17.

AS MODERN AS TOMORROW

The German Federal Railroad offers fast, efficient freight handling and unmatched frequency of schedules to all cities in Germany as well as International Through-Service to all Europe. Save money, gain time . . . Ship by rail!

GERMAN FEDERAL RAILROAD

GENERAL AGENCY FOR NORTH AMERICA • JOACHIM WENZEL, GENERAL REPRESENTATIVE

11 W. 42ND STREET, NEW YORK 36, N.Y. •

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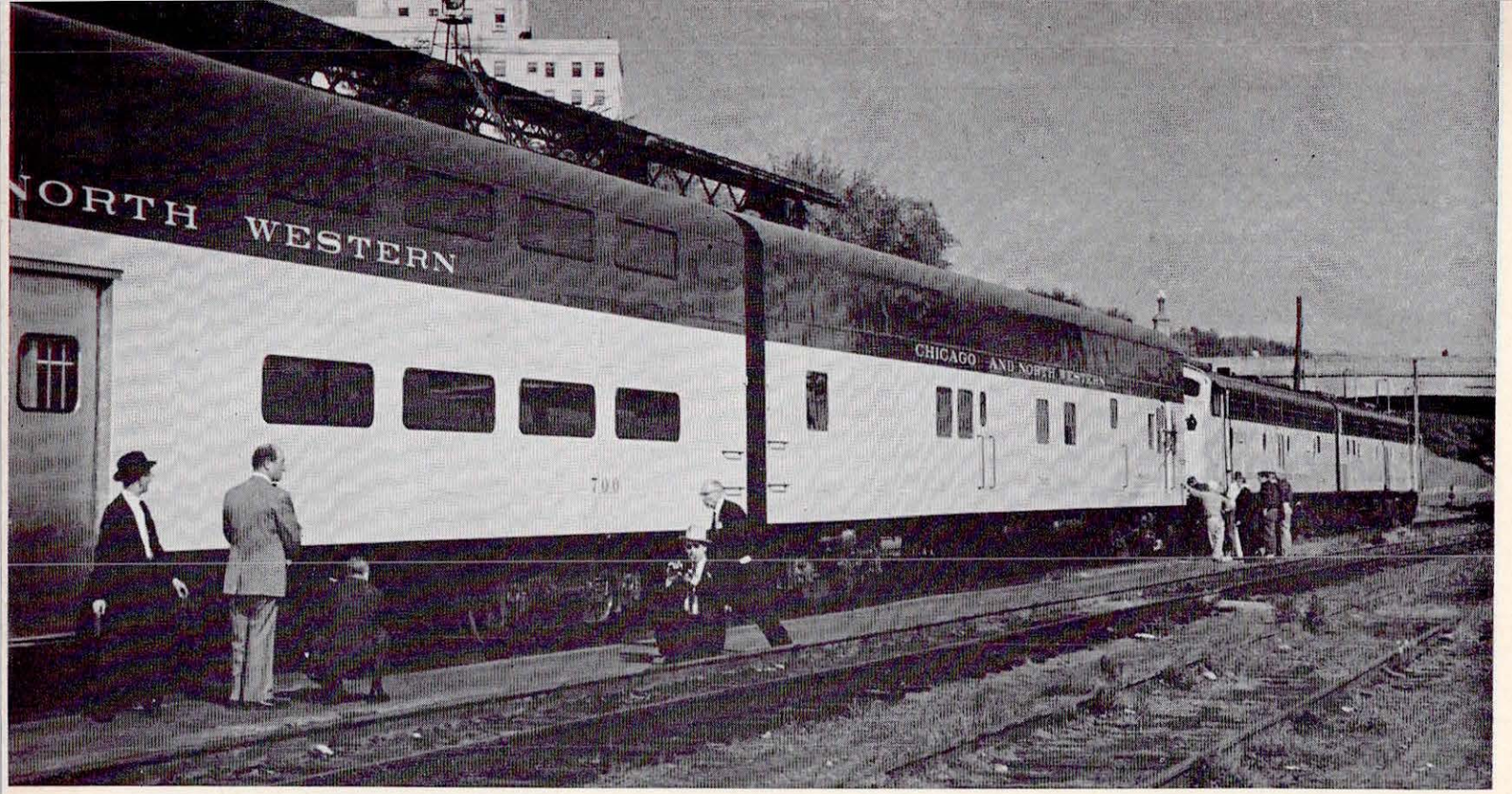


C&NW CHAIRMAN HEINEMAN (light suit) inspects new bi-level coach (left) and rebuilt baggage-lounge-RPO.

New Bi-Levels Slash Maintenance

BI-LEVELS are powered by GM E-8's, with pair of F-7's on stand-by duty.

SINGLE GALLERY SEATS may prove attractive to passengers traveling alone.

Two weeks ago, C&NW Chairman Ben W. Heineman unveiled in Chicago some $2.5 million in equipment for his road's through passenger business. A few days later he told security analysts in New York that "I personally hold no hope for the through passenger business (of C&NW) over a period of five, six or seven years."

Chairman Heineman actually had not, as it seemed, met himself coming back. For the bi-level cars which went into service this week will have paid for themselves long before trains stop running from Chicago to Milwaukee, Green Bay and upper Michigan—if they ever do.

North Western's 17 new and "remanufactured" cars are loaded with innovations which will halve maintenance costs. They may, thinks President Clyde J. Fitzpatrick, help retain the business as well. And because of the way they're built, the bi-levels always can be converted on short notice for use in the road's one growing passenger market: hauling commuters to Chicago and back.

Pullman-Standard constructed for C&NW 13 cars on what is essentially a gallery car design. There are 10 coaches, a coach-parlor, a full parlor, and a coach-bar-lounge. P-S then rebuilt four existing conventional cars—two diners and two head-end lounges—to run with the bi-levels. This week the cars began operating north out of Chicago as two "400's."

Bi-level construction is just one of the new cars' novel features. Others:

- Transfer to the locomotive of most mechanical functions. Heating is electric, as is air-conditioning.
- Interior furnishings and finishes designed to slash maintenance. There is little paint and much plastic.
- Heavily tinted windows with no shades; package brakes with Cobra shoes. In simplified brake rigging alone the builder saved 2½ tons weight per car.
- A whopping reduction in weight per passenger. C&NW likes to emphasize that it's weight per seat, not weight per car, which counts. A 96-seat bi-level coach weighs 1,302 pounds per seat. A 56-seat "400" coach weighs 1,827.

To pull and power its bi-levels, C&NW took four GM E-8's and two F-7's (the latter for stand-by). Pulling out the steam generators, it installed 575-horsepower diesels to drive 480-volt alternators. The output of two such units supplies all necessary power for heating, cooling, and fluorescent lights.

The bi-level "400's" are being paid for, in effect, by savings realized from the wholesale discontinuance last year of unprofitable trains in Wisconsin. They fulfill a promise. When C&NW petitioned to pull off 17 trains in October 1956, Mr. Heineman told the Wisconsin Public Service Commission that projected savings of some $2 million annually would make possible the purchase of two new trains. The bi-level concept best embodied C&NW's dedication to efficient, comfortable, high-capacity equipment.

RAILROAD ROULETTE

TOLEDO, PEORIA & WESTERN RAILROAD COMPANY

FELLOW RAILROADERS:

Although the constant goal of railroads is to deliver goods in less time, at less cost, the U.S. railroad system as a whole can only be as efficient and effective as the skill with which it is used. This skill involves the knowledge by each shipper, on each shipment, that he is using the fastest and least expensive rail route available to him.

To assume that every rail shipment will, somehow, receive the most efficient routing is a form of gambling which could be described as "railroad roulette". Fortunately, such chance-taking is diminishing, due to the dedicated work of the intelligent and conscientious men who are today's traffic executives.

J. Russel Coulter

Even so, this railroad's sales representatives in seventeen principal cities report to me that many traffic men are surprised to learn of T. P. & W.'s advantages as a direct route across Illinois. They appreciate the discovery, for example, that the distance a New York-to-Los Angeles car will travel when routed via T. P. & W. is less than by almost all other possible routes—in at least one case over four hundred miles less.

Perhaps more surprising is that the single route that saves ten miles of transit adds a full day to the travel time, because of delay at a congested gateway terminal.

Saving terminal costs, terminal delay and mileage certainly deserves to be called "the skilled use of railroads." We are glad to know that shippers who specify T. P. & W. do so, not by habit or chance, but because they know which route results in the least transportation time, at the least transportation cost.

J. Russel Coulter
President

Freight Traffic Issue Wins Wide Approval

'Congratulations'

Philadelphia, Pa.

To the Editor:

Congratulations on your decision to combine Railway Freight Traffic with Railway Age. My guess is this will help you do an even better job of keeping railroad and traffic men informed about what is happening in the entire railroad field.

James M. Symes, President
Pennsylvania

All Will Benefit

New York, N.Y.

To the Editor:

Congratulations on your decision to combine Railway Freight Traffic with the regular issue of Railway Age the last of each month.

This should help both publications—your action recognizing the fact that there are no high fences built around railroad interests on departmental lines, and that readers want to be well informed on *all* phases of the railroad industry just as well as in their specialized fields. Through this consolidation, shippers, receivers, operating, engineering, sales people, etc., will all benefit by the consolidated publication.

A. E. Baylis
Vice President, Freight Sales and Service
New York Central System

'Very Fine Magazine'

New York, N.Y.

To the Editor:

I have received the Sept. 29 freight traffic issue which I have perused most carefully. In my opinion it is a very fine magazine and I found the format especially appealing. I think the change is a good one.

R. A. Cooke
Manager, Traffic Department
American Newspaper Publishers Association

'An Appealing Touch'

Roanoke, Va.

To the Editor:

Many years ago I used to read Railway Age pretty regularly when I was with a railway company. However, since that time, have only had an interest in Railway Freight Traffic.

I think your combined magazines are going to be somewhat of an improvement, for the first issue has an appealing touch.

H. E. Dixon
Nation-wide Traffic Management Service

'Exceptionally Good Job'

Pittsburgh, Pa.

To the Editor:

You've done an exceptionally good job in your first freight traffic issue of Railway Age (Sept. 29). As you point out, it performs a valuable service in combining the traffic information formerly carried in Railway Freight Traffic with the broader transportation information carried.

Sincere congratulations and best wishes. Please be assured that I will be pleased to continue to provide statements of opinion with respect to any questions you may submit for panel action.

Dwight L. Koerber
Executive Secretary
Coal Traffic Bureau of Northern West Virginia, Ohio and Western Pennsylvania

'A Natural'

Rochester, N.Y.

To the Editor:

I believe the combination you have made is pretty much of a "natural" which sets forth a great amount of related information in one magazine.

H. N. Trezise
Traffic Manager
General Railway Signal Co.

'Very Specially Picked'

Warren, Ohio

To the Editor:

It almost seems that the articles that were chosen to make up this issue were very specially picked for the inaugural issue, as the articles were very timely and the special features continued in highlighting the interest of the industrial traffic man.

Austin P. Huntley
Traffic Manager
The Wean Engineering Co., Inc.

'Delighted'

Clinton, Iowa

To the Editor:

A person with but slight interest in transportation would find the Freight Traffic issue of Railway Age very interesting. Persons in the traffic business or with a very strong interest in transportation could not help being delighted with the combined issue . . .

A. C. Shaw
Traffic Manager
Curtis Companies, Inc.

'Tops in News'

Green Bay, Wis.

To the Editor:

Thank you for the Freight Traffic issue of Railway Age . . . Those who are keeping their fingers crossed for the rails' recovery see new light in railroad service—they wish to know more . . . Looks like it will be tops in transportation news.

John G. Ihnet, Traffic Commissioner
Association of Commerce

Timely Information

Jacksonville, Fla.

To the Editor:

Received September 29 issue and find it contains information that is not only timely, but interestingly written. It gives the shipper an honest view of railroading at a glance.

F. W. Lohse, Traffic Manager
Wilson & Toomer Fertilizer Co.

'A Splendid Magazine'

Atlanta, Ga.

To the Editor:

I wish to compliment you on a splendid magazine in the transportation field . . . May I suggest that future copies get more statistical charts such as the car supply, revenue earnings per mile, or other pertinent statistics in chart form, as this is most desirable and readable, I believe, by the majority of industrial traffic people.

C. L. Denk, Jr.
General Traffic Manager
Fulton Bag & Cotton Mills

'Three Inquiries'

Chicago, Ill.

To the Editor:

Thanks for returning our Brass Trimmer photo used in the Sept. 8 special report ("Cut Costs 56 Ways") . . . I might add that we have already had three inquiries which resulted from that article.

James E. McNamara, President
Journal Box Servicing Corporation

'One of the Best'

St. Louis, Mo.

To the Editor:

. . . I would like to take this opportunity to compliment you and your staff on Railway Age. To me it is one of the best railroad magazines published. . .

Russell L. Dearmont, President
Missouri Pacific Railroad

'Worthwhile Innovation'

New York, N. Y.

To the Editor:

Of special interest to me, in your recent issues, is your inclusion of "You Ought To Know" articles; a most worthwhile innovation.

T. M. Taylor, Jr.
Freight Transportation Inspector
New York Central

Now—automation starts in an ore crane's cabin on Western Maryland

As giant buckets swing ore from a ship's hold, the weight in each hopper car is electronically transmitted to the Western Maryland yard office.

This starts a chain of Integrated Data Processing which mechanically passes on waybill information to the steel company's mill and offices.

Even before the last loaded car is coupled into place, waybills are waiting for the train. As a result, the ore gets out of the yard quicker, reaches the consignee sooner. This process is simple, systematic, foolproof.

This same IDP system mechanically repeats waybill information to a clearly printed shipping statement—eliminating weight certificate, shipping notice and blanket waybill. Now—Western Maryland customers can complete paper work in minutes instead of hours.

Actually, it's the first installation of its kind where the weighman's recording of information is transmitted electronically.

Call it progressiveness. Call it forward-looking. The important thing is that the IDP system saves the shipper time and money. And WM people value it as one more way they can provide improved service.

300 St. Paul Place, Baltimore 2, Md.—Short Cut for Fast Freight

(*Continued from page 17*)

along with customer complaints in individual carrier files.[13] The sixth company says its cards "enable us to compare several routes and to check loaded performance with empty performance on moving empty (tank) cars back to our plants. With a choice of routes to a given destination, we soon determine which is best."[14]

A number of companies which do not use regular records do keep them on some partial or intermittent basis, i.e., "to our branches every three months"[15]; on inbound freight only[16]; or "whenever and wherever we have reason to believe service is not satisfactory."[17]

Still other shippers, while maintaining no regular or formal records, rely heavily on experience, on memory, or on customer complaints. They apparently feel that these sources, in various combinations, are entirely adequate for their purposes, especially where shipments are largely of a repetitive nature. "They serve as a record of most expeditious interchange points, coordinated schedules on through traffic over two carriers, truck service vs. rail service, etc."[18] "They enable us to seek and use best routes from standpoints of transit time and dependability."[19]

In the relatively few cases where no records are kept, lack of money, or lack of personnel, were cited as the controlling reasons.

To our Customer: Our company is trying to give you faster and better freight service on your orders. Will you take a minute and give us some facts on your recent shipment?

Our Order Number..._____ Your Order Number..._____ Date Shipped:_____

ROUTING: (See top line of invoice)_____

Date Received:..._____ Hour of Day When Rec'd._____ Condition:.. _____Good _____Poor

Your comments, suggestions, or description of shipment:

_____

_____

Your Company Name:_____ Street Address:_____

Your Name and Title:_____ City & Zone:_____

TD-54

POSTCARD REPORTS from consignees are used by many shippers as the basis of their carrier performance records. This card is from the Lincoln Electric Company.

Railroading After Hours with Jim Lyne

ANOTHER ALBERT FINK NEEDED?—With so many questions now to the fore on how railroad rates ought to be made, old-timers remind me of the service Albert Fink performed in this area some 90 years ago. No one before or since has written more clearly than Fink on railroad costs, and how rates ought to be made. He had no precedents to follow—he made his own. Conditions have changed, but Fink's thinking is as timely now as ever.

PASSENGER BUSINESS UP—I'm told that traffic on the UP's Chicago-Los Angeles Domeliner and the City of LA has "increased every month during this recession year"—and that many other Western lines' trains are doing likewise. Nobody will be happier than Examiner Hosmer, I suspect, that a lot of railroads aren't accepting his gloomy diagnosis of the passenger business—but are trying to prove him wrong.

Wally Abbey, our Western editor, tells me that tinted windows in CNW re-builds coming from P-S shops are fooling some people. You can see out of these cars—but not so well into them. Hence trains have been reported by onlookers as nearly empty, when in fact they were well filled.

RINGMASTERS AND DINGERS—L. B. Coleman, assistant general manager of the Lackawanna (who came off of the Rio Grande), has a word on "dingers". He says, if I'd take a poll west of the Mississippi, I'd have no doubt that the term is a synonym for yardmaster. All the railroading I ever did was in that area, but not lately.

Santa Fe Superintendent S. Rogers at Fresno calls attention to "ringmaster", meaning yardmaster, and "dinger" meaning assistant yardmaster—as recorded in James Marshall's history of the Santa Fe. He says he hears both terms applied "from time to time."

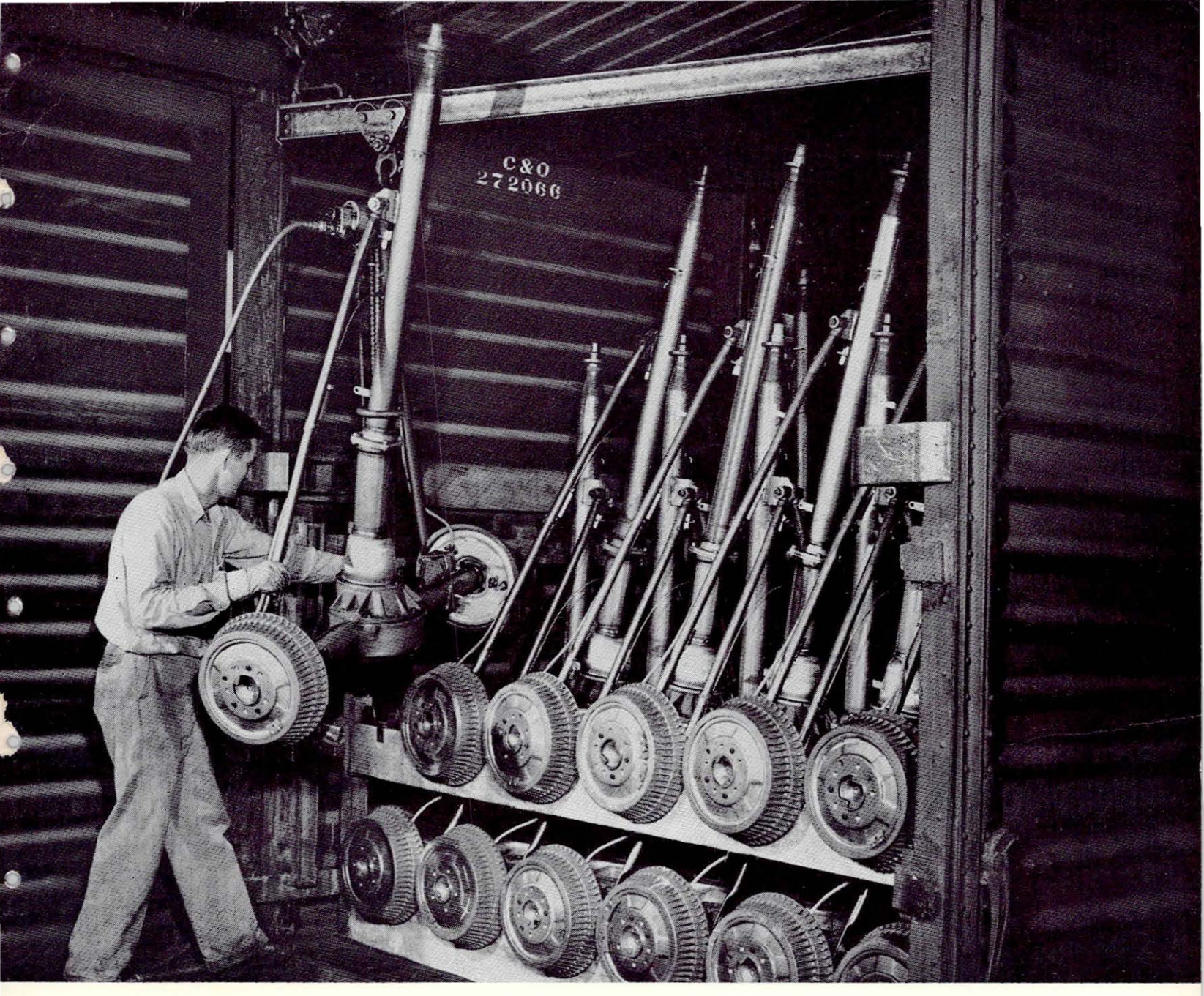
HOW IS IT IN YOUR TOWN?—It's evident that railroad employees in the Pacific Northwest are alert spokesmen for their industry. I have a clipping from the Oregon Journal (thanks to TF&P Agent D. H. Carter of NP), with a couple of hot letters from railroad employees. A columnist in that paper, Dick Fagan, compared Portland's railroad station unfavorably to the local airport. He got a batch of letters, mostly from railroaders, letting him in on the facts of life. As one letter put it:

"You can go anywhere in the United States and find that airports, with murals yet, are being built with tax money for which the railroads are heavily assessed."

GAGE DETERMINANT—Somebody told my colleague Bob Lewis that the real determinant of the gage of early wagons (and hence of cars and locomotives) was the width of the hindquarters of a team of horses. In rough country the wagon wheels couldn't very well exceed the team's width—and it would be a useless restriction to make them less. Now somebody will be telling me that horses' beam measurements are not uniform; that there is a great variety in horses, and parts thereof.

MORE ON GAGES—The Railway & Locomotive Historical Society has published a lot of information about the origin of standard gage—for example, in their bulletin No. 34. There doesn't seem to be any question whatever that it was derived from that of England mine "tramways."

But does it go back as far as the Roman chariot? This I'll believe when some reliable railroader tells me he laid a tape between the ruts in the paving at Pompeii.



Thousand mile assembly line

Specially fitted with racks to hold automobile sub-assemblies, this car, like many others, is an important part of the automobile industry's efficient "assembly line".

Railroad cars loaded with bodies, frames, engines, transmissions, differentials and other units have to come rolling into the far-away assembly plants to fit into precise production schedules.

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A booklet describing CLIC is yours for the asking. Just write:

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RAILROAD PRODUCTS

MARKET OUTLOOK *at a glance*

Carloading Increase of 1.4% Marks Sixth Straight Rise

Loadings of revenue freight in the week ended Oct. 18 totaled 695,768 cars, the Association of American Railroads announced on Oct. 23. This was an increase of 9,630 cars, or 1.4%, compared with the previous week; a decrease of 31,044 cars, or 4.3%, compared with the corresponding week last year; and a decrease of 132,973 cars, or 16%, compared with the equivalent 1956 week. This was the sixth consecutive week in which carloadings have shown an increase.

Loadings of revenue freight for the week ended October 11 totaled 686,138 cars; the summary, compiled by the Car Service Division, AAR, follows:

REVENUE FREIGHT CAR LOADINGS
For the week ended Saturday, October 11

District	1958	1957	1956
Eastern	96,276	111,196	129,553
Allegheny	115,604	140,908	149,930
Pocahontas	53,825	61,738	66,186
Southern	119,929	123,564	133,371
Northwestern	109,624	118,659	142,966
Central Western	137,199	130,645	140,260
Southwestern	53,681	54,810	60,941
Total Western Districts	300,504	304,114	344,167
Total All Roads	686,138	741,520	823,207
Commodities:			
Grain and grain products	67,716	56,162	56,236
Livestock	12,816	12,641	15,168
Coal	121,688	135,170	144,579
Coke	7,940	9,923	12,218
Forest Products	39,297	37,817	46,884
Ore	53,615	76,077	86,765
Merchandise l.c.l.	47,723	55,338	62,755
Miscellaneous	335,343	358,392	398,602
October 11	686,138	741,520	823,207
October 4	677,016	747,647	815,193
September 27	672,924	739,266	831,648
September 20	667,277	724,934	822,436
September 13	665,999	741,147	820,849
Cumulative total, 41 weeks	23,515,375	28,625,405	29,818,530

IN CANADA.—Carloadings for the seven-day period ended October 7 totaled 82,819 cars, compared with 110,041 cars for the previous nine-day period, according to the Dominion Bureau of Statistics.

	Revenue Cars Loaded	Total Cars Rec'd from Connections
Totals for Canada:		
October 7, 1958	82,819	27,571
October 7, 1957	86,759	31,187
Cumulative Totals:		
October 7, 1958	2,898,679	1,086,312
October 7, 1957	3,129,643	1,275,553

New Equipment

FREIGHT-TRAIN CARS

► *Southern Pacific.*—Ordered 100 85-ft Clejan-type flatcars for piggyback service from General American Transportation Corp. Delivery is slated for next February. This will give SP 250 cars of the Clejan type.

► *Union Tank Car.*—Ordered 42 Class-105 tank cars from its Whiting shops. Delivery is scheduled for first quarter 1959.

LOCOMOTIVES

► *Southern Pacific.*—Ordered 70 1750-hp and 1800-hp diesel units from Electro-Motive Division and Alco Products, Inc. Total cost of the order: more than $13,500,000. Delivery will be completed by next June.

► *South African Railways.*—Ordered 115 1800-hp diesel-electric locomotives from International General Electric at an estimated cost of $28,000,000. The universal-type locomotives will be built by General Electric's Locomotive and Car Equipment Department at Erie, Pa. They will be used in Southwest Africa.

► *338 New Units Installed in First Nine Months.*—Class I railroads installed 338 new locomotive units (335 diesel-electric; three gas turbine-electric) in the first nine months of 1958, according to the AAR. In the same period of 1957, they installed 1,019 units—1,015 diesel-electric, four electric. New locomotive units on order Oct. 1 totaled 403, of which 376 are diesel-electric and 27 are gas turbine-electric. On Oct. 1, 1957, Class I railroads had 296 new locomotive units on order, of which 266 were diesel-electric and 30 were gas turbine-electric.

Purchases & Inventories

► *Seven Months' Purchases Down 43.9%.*—Purchases by domestic railroads of all types of materials in this year's first seven months were $642,015,000, or 43.9% lower than in the comparable 1957 period. Purchase and inventory estimates in following tables were prepared by Railway Age.

	July 1958	*Seven Months 1958*	*Seven Months 1957*
*Purchases**	(000)	(000)	(000)
Equipment **	$ 3,572	$ 84,697	$ 337,199
Rail	2,865	29,203	70,593
Crossties	2,887	25,546	45,470
Other Material	61,184	482,238	729,044
Total from Manufacturers	$70,508	$621,684	$1,182,306
Fuel	25,615	198,619	280,012
Grand Total	$96,123	$820,303	$1,462,318

* Subject to revision.
** Estimated value of orders.

	July 1, 1958	*July 1, 1957*
Inventories†*	(000)	(000)
Rail	$ 61,450	$ 62,547
Crossties	90,461	94,740
Other Material	460,658	550,449
Scrap	24,238	21,643
Fuel	18,553	30,998
Total	$655,360	$760,377

* Subject to revision.
† All total inventory figures taken from ICC statement M-125 for month indicated.

Passenger Trains to Stay—Loomis

AAR chief rejects prediction that passenger service is dying. With a little help, he tells New Yorkers, service will recover, may even expand.

AAR President Daniel P. Loomis emphatically denied last week that the railroads want to get out of the passenger business. And he made it clear that he doesn't think they are going to be forced out of it.

"I know of no railroadman," Mr. Loomis told the New York Rotary Club, "who has any desire to get out of any service, passenger or otherwise, that pays its own way or which holds hope of paying its way."

He said "passenger trains will still be running across this continent as long as you and I are alive," and added:

"I think the day is coming when action to meet the nation's growing need for super-channels of transportation, both within and between our burgeoning cities, could stem the decline in railroad use and bring in a new era of expansion."

Mr. Loomis said the report of ICC Examiner Howard Hosmer on the passenger service deficit was a good diagnosis but offered "no prescription for a cure."

"Rather," he said, "the impression was left that railroad passenger service would eventually die off completely. Wide publicity was given the mathematical projection that if rail travel continues to ebb at the same rate as over the past decade, parlor and sleeping car service will have disappeared by 1965, and coach service by 1970 . . .

"I find myself completely unable to believe that this end is either so imminent or will, indeed, ever come to pass."

Mr. Loomis made an oblique reference to the possibility of passenger train subsidies when he said that "where required by public authority to continue operating losing services, railroadmen can scarcely be considered unreasonable in asking that such losses be borne not by the carriers but by those who want the service continued."

He was apprehensive about the railroads' ability to handle in another national emergency the heavy passenger load they carried during World War II.

"Today," he said, "we have only two-thirds of the passenger-carrying fleet which turned in such striking performances in World War II . . .

"The warning implicit in the reduction of rail capacity cannot be exaggerated."

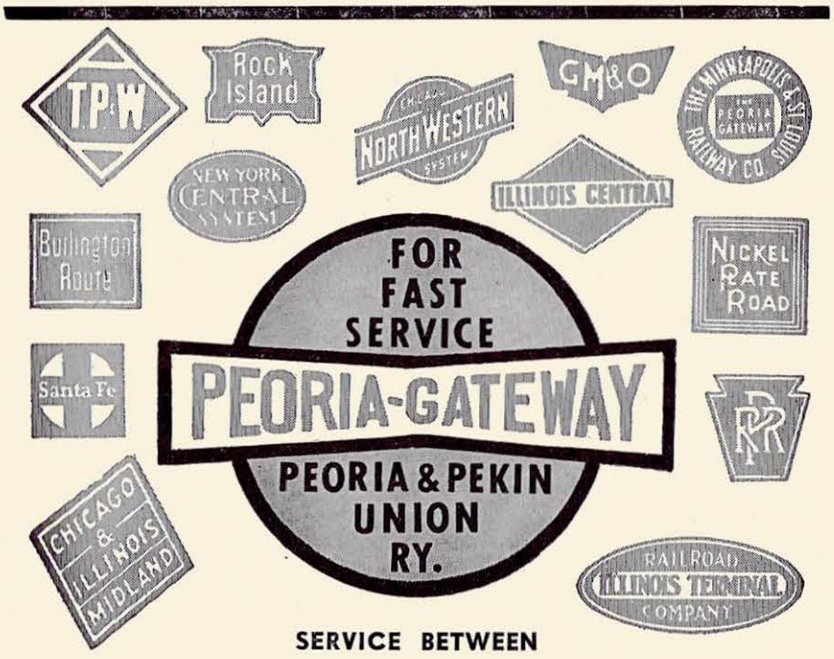
Mr. Loomis asked his New York audience to support national transportation policy reforms that would:

- Allow railroaders greater freedom to adjust services to rapidly changing conditions.
- Soften the devastating impact from subsidized competition.
- Relieve railroads of oppressive tax burdens that could be "the knockout blow."

Grain Marketing System Breaking Down—Roddewig

The old problem of the agricultural exemptions was laid squarely before the grain industry last week by C. M. Roddewig, president of the Association of Western Railways.

Under ICC regulation, he said, the railroads and the grain industry developed an "open-and-above-board system" to provide orderly marketing procedures. But, today, motor carriers, exempt from federal regulation and not bound by rate relationships, are picking up an increasing amount of grain traffic. This may bring "a



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Chicago & Illinois Midland Ry.
Chicago & North Western Ry.
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Illinois Central Railroad
New York, Chicago & St. Louis RR.
New York Central System
Pennsylvania Railroad
Atchison, Topeka & Santa Fe Ry.
Chicago, Burlington & Quincy RR.
Chicago, Rock Island and Pacific Ry.
Illinois Terminal Railroad
Federal Barge Lines, Inc.
Minneapolis & St. Louis Ry.
Peoria Terminal RR.
Toledo, Peoria & Western RR.

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Over 77 years' experience in interchange service . . modern Diesel locomotives . . . modern railroading facilities.

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few more cents on the bushel" for the shipper, Mr. Roddewig declared. But, he went on to say, the grain shipper "should realize that when the volume of grain transported by motor vehicle reaches a certain point the orderly open-and-above-board marketing system, which you farmers and processors have always said is so important to your business, will go out the window . . .

"The day has come when grain producers, elevator operators and grain processors must determine for themselves whether they want the transportation of grain and agricultural products to be subject to regulation or to be exempt . . . The decision is one that the people in the grain business will have to make for themselves . . .

"If it is decided that this system of regulation has contributed to the stability of the grain business and that it is a means of providing for orderly marketing, then it will become necessary for grain people to think in terms of extending that regulation to all forms of transportation.

"Unless regulation is extended to all forms of for-hire transportation of agricultural commodities, the whole system is going to break down—it is in the process of breaking down now.

"It comes down to this. Regulation must be extended to everybody engaged in for-hire transportation, or the railroads must be freed of regulation."

Mr. Roddewig, speaking at the Nebraska Wheat Show at Sidney, conceded that rate increases and service abandonments have developed points of contention between the railroads and the grain industry. But, he said, if increased traffic permitted the railroads to utilize what is now a surplus capacity, "the increased revenues would permit a downward revision of rates."

No Early Abandonment Indicated for CNS&M

Last June, the Chicago North Shore & Milwaukee filed for abandonment, expressing doubt that its cash position would permit operation through 1958. Now it appears that the electrified line will have to stay in business on into 1959.

North Shore witnesses have completed their presentations before Illinois and Interstate Commerce Commission examiners. But cross-examination won't begin until next January, and after that there's opposition testimony to be presented.

CNS&M officers have estimated that a $1,174,000 increase in annual revenues would be needed to keep the road in operation. Commuters are the main source of revenue—but the North Shore sees no prospect of increasing fares to produce $1,100,000-plus. Theoretically, a 29 per cent hike would do the job—but the railroad figures resulting traffic losses would offset any gain in revenue. Even if competing lines (C&NW and Milwaukee) are granted requested increases, North Shore said, passenger losses involved in a 29 per cent CNS&M boost would cut revenue.

Westinghouse Locomotives at Work in Spain

Two of 20 132-ton, 3,000 horsepower Westinghouse-designed and -equipped electric locomotives purchased by the National Railroad System of Spain (RENFE) begin their regular run between Baeza and Santa Cruz de Mudela. Climbing aboard is F. J. Tapia, associate director of RENFE's electric department, who was joined on the trip by Westinghouse International's assistant to vice president-marketing, W. J. Clardy. The locomotives were assembled in Spain by a Westinghouse licensee. Under a new five-year, $500-million modernization program, 400 electric and 150 diesel-electric locomotives will be added to RENFE.

ICC OK's Rate Increase for REA

The Interstate Commerce Commission, in Ex Parte 210, last week authorized the Railway Express Agency to increase various rates up to 15 per cent. At the same time, the Commission warned that the present levels of commodity rates on much of the traffic moving in volume are as high as the traffic can bear.

To reconcile this apparent contradiction, the Commission urged the agency to consider a "more realistic and selective treatment" of rates with an eye to increasing traffic. Other areas in which the Commission called for improvement were service and car utilization.

Railway Express had sought a blanket increase of 15 per cent on most traffic. Class I railroads had supported the request; shippers and shipper organizations had opposed it.

In granting the request, with exceptions, the Commission noted that existing revenues at the present level of rates and charges from the present volume do not give railroads an adequate return for their transportation services. Although the request was granted, the Commission also pointed out that, in its judgment ". . . a further blanket increase would cause a loss of traffic far greater than that forecast by the agency" and that "based on the experience of recent years, the revenue from the remaining traffic would decrease rather than increase."

To bolster this warning, the Commission noted that an average 15 per cent increase in 1953 and an additional 7 per cent increase in 1956, resulted in an aggregate 1956 revenue $8 million less than in 1952, with payments to railroads down over $12 million.

The Commission report authorized a 15 per cent increase on class rate traffic, except on live bees, Florida pompoms, flowers from other origins and merchandise traffic moving from retail stores to consumer.

Commodity rate traffic, LCL was authorized a 15 per cent increase, except for fresh-fruit traffic originating in Florida, Texas, California and other western states, gladioli from Florida; fresh fish and other seafood; cantaloupes from Pecos, Tex.; celery from Michigan and merchandise traffic now moving at incentive or quantity rates. A 15 per cent increase on reicing charges was approved, with a recommendation that service be improved also.

Watercress from points in West Virginia and Alabama was authorized a 5 per cent increase in rates.

A requested increase of $2.01 minimum charge on traffic moving from, to and within areas other than eastern territory was found unjustified, as was a request for a 15 per cent higher minimum charge applicable within eastern territory. A proposed 15 per cent increase on carload traffic was not approved. No increase was sought on milk and cream, daily newspapers, human remains or protective charges on carload shipments. Corpses move at rates related to passenger fares.

In Philadelphia: Trains vs. Autos

Battle for commuters begins this week — with the city on the railroads' side. In experiment, the city helps pay for extra service, lower fares.

"Operation Northwest" gets under way for Philadelphia commuters this week in a flurry of publicity. Objective of the concentrated newspaper, television and direct mail campaign is to make sure that every motorist who drives into the heart of Philadelphia is aware that he now has a high-speed low-cost alternative to driving.

The new service results from adding additional trains and seat space to Chestnut Hill branch trains on both the Pennsylvania and the Reading (RA, Sept. 29, p. 14). In addition, train schedules are coordinated with feeder bus routes of the Philadelphia Transportation Company, and transfer privileges are provided. A flat fare of 30 cents is set from any suburban station to downtown, with ten cents additional for the bus transfer.

City planners, who originated the proposal and then sold it to the public and the railroads, hope to increase daily riders on the Chestnut Hill lines from 15,000 to 21,000. By keeping the additional 6,000 passengers off city streets, the city expects to save an estimated $3,000 daily in highway maintenance and police service.

In announcing the program, Philadelphia Mayor Dilworth indicated that the experiment, if successful, might be extended. "As Philadelphians," he said, "we are extremely fortunate to have a splendid network of trains, bus lines and subways stretching into nearly every neighborhood. If we can encourage citizens to use them more fully, we shall have taken a tremendous step towards reducing traffic congestion and towards preserving and enhancing the downtown heart of our city . . . Our experiment . . . may set the pattern for similar low-fare transit plans elsewhere in the city."

In return for the additional service, the city has agreed to pay the Pennsylvania and the Reading the out-of-pocket costs of the new operations. City payments are limited to a maximum of $160,000 for the six-month period, of which the Pennsylvania will get $113,000 and the Reading $47,000. Payments will be based on the amount costs have gone up over the average revenue for a comparable period of former operations.

If the new fares and schedules increase revenue for normal service beyond average revenue for a comparable period, the amount of the city's payments will be reduced. It is possible, though unlikely, that the program will bring in enough new revenue to cover the whole cost of the additional service. If this happens, the city will not be required to make any payment to the railroads.

This provision, which leaves the railroads stuck with existing commuter losses on the Chestnut Hill service for the six-month trial period, distinguishes the Chestnut Hill plan from the recent agreement under which Boston and neighboring communities are paying the New Haven $900,000 for a year's extension of Old Colony branch operations. The Old Colony payments are a direct subsidy to meet existing operating losses; the Chestnut Hill experiment does not affect present losses.

Frankly billed as an experiment that may eventually spread to other Philadelphia routes, the Chestnut Hill program has received wide support in the city. So far at least, support for the program has been city-wide rather than localized in the areas that will benefit directly. Downtown merchants are supporting the program. So are suburban merchants in the Chestnut Hill communities, who hope the plan will get rid of congestion on their streets as well as downtown. The city administration is backing the plan because it considers it likely to be the lowest cost answer to the city's traffic problem.

The railroads are supporting the experiment to help bring out facts about suburban operation that are now in dispute. There is a feeling that this is the time to prove—once and for all—exactly what can be done to reverse the trend from rail transit to highways. If the experiment works, fine; if not, the railroads will have a powerful new weapon in their argument that they be allowed to drop unprofitable service.

Rule Changes Vital: MacNamara

Soo Line President G. A. MacNamara has called for a full-scale management-labor effort to study and revise outmoded union contract provisions.

Such a drive, he said, "is long overdue and is a virtual necessity if railroad business and railroad employment are to avoid an even greater shrinkage than has already taken place. This is a challenge that must be met, and met with long-range vision and courage by leaders on both sides of the management-labor table."

Adjustment of working rules, he continued, is one of the most pressing problems facing the industry today.

"Labor costs have taken a steadily-increasing share of the railroad revenue dollar. Some of the contract rules have not been adjusted in 50 or more years and bear no real relation to present-day operations."

Where money is wasted because of uneconomic rules, Mr. MacNamara declared, "it can only mean that some work which would really contribute to the welfare of the industry is left undone. Full efficiency is lessened and the ability to attract more business and provide more and steadier employment is decreased.

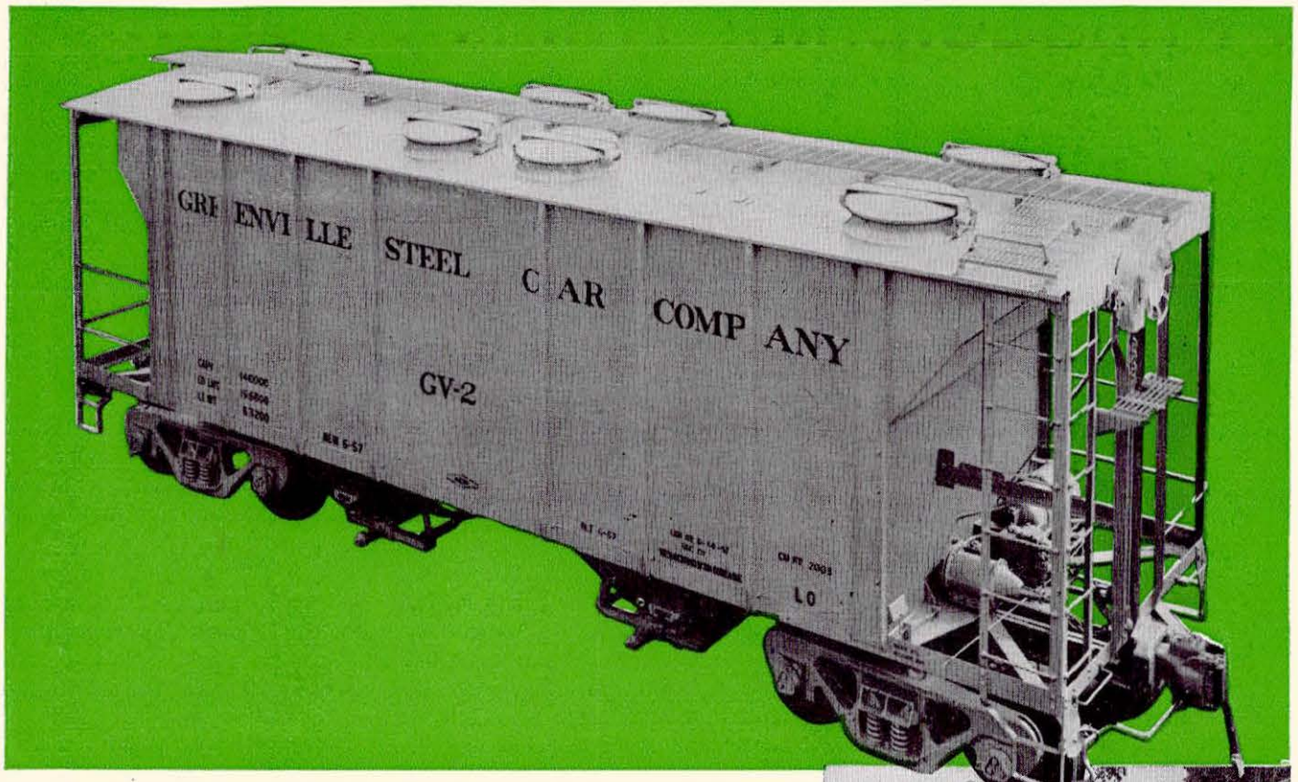
"The unions must realize that they are not advancing the long-range best interests of all the employees if they insist on adhering to outmoded rules and working conditions that benefit comparatively few employees."

Future development of the U. S., Canada and Alaska, Mr. MacNamara said, is dependent upon railroad service. "The extent to which railroads may help and accelerate development will in large measure depend upon their financial health."

Mr. MacNamara's remarks were prepared for delivery at the Seattle, Wash., Chamber of Commerce "Railroad Day" observance Oct. 24.

New Life for 'Frogs'

A new explosive has been developed by New York Central research scientists to give added years of usefulness to railroad "frogs." Here, one of the steel inserts where two rails intersect is being "treated." Three NYC engineers are almost obscured by the smoke and fire.



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Subsidiary of Pittsburgh Forgings Company
GREENVILLE, PENNSYLVANIA
48 Years of Experience

You Ought To Know...

Two new multi-million dollar freight yards in the Southwest are due for completion early next year: Frisco's 1,660-car facility at Tulsa, Okla.; and Cotton Belt's 1,500-car yard at Pine Bluff, Ark. The cost: about $5,500,000 each.

First dualization, then central agency, now limited agency—all three terms have been applied to western road station service revision proposals. And all three have been approved in Iowa—most recently, a limited agency plan whereby the Milwaukee's agent at Town A will serve the agency at Town B for a specified time on at least two days a week. Approval is contingent on agreement between carrier and union (ORT) within 30 days. No agreement, no in-town service at all at the smaller location. Milwaukee won two such cases before the state commerce commission, over ORT protests.

Icing facilities at Laramie, Wyo., will be closed by Union Pacific Nov. 4. Five-day freight schedules between the Pacific Coast and Chicago don't permit an icing stop. Eastbound perishables will be iced at origin, Ogden, Utah, if necessary, and Council Bluffs, Iowa.

Northern Pacific Transport Company, wholly-owned NP subsidiary, took first place in the National Safety Council's National Fleet Safety Contest, common carrier truck division. NPT, operating with 55 vehicles and 86 drivers, ran up 4,562,133 miles during the contest period and posted an accident rate of .13 per 100,000 vehicle miles.

Proposed standardization of hopper cars (RA, Aug. 25, p. 11) "will enable the steel industry to provide better service to car builders than is possible with the present multitude of designs," says the American Iron and Steel Institute. C&O, N&W and Pennsylvania, which now own 65 per cent of the nation's hoppers, developed the proposed car.

The Federal Excise Tax on passenger fares will be among the topics discussed at a series of Chamber of Commerce meetings in the west and midwest this fall. Other topics: evaluation of existing federal regulation of common and contract carriers; justification for the ownership of one form of transportation by another; federal policy on mergers and consolidations in transportation; establishment of user charges for government-provided transportation facilities.

The recession seems to be ending in Great Northern territory. GN reported gross operating revenues of $27,628,394 for September—about $1,500,000 better than the September 1957 showing and the third largest September gross in GN history. Net was the best for any September since 1952. Grain loadings were the principal factor in the improved showing, but the railroad also reported increases in general freight traffic.

The B&M will go to court to fight a Massachusetts suit blocking it from moving car repair shops from Concord to Billerica, Mass. The B&M has also withdrawn its offer to help turn the Concord shops into an industrial park. In seeking its restraining order, the state cited a 40-year-old statute requiring the railroad to perform repair work in proportion to its track mileage in the state.

Allan P. Kirby, long-time associate of the late Robert R. Young, heads a new five-man executive committee created by New York Central directors. Other directors on the policy-making committee are NYC President Alfred E. Perlman, William E. Eppler, Eugene C. Pullman and Daniel E. Taylor.

A merchants' committee, including builders and railroad investors, has been established by New York City's Fifth Avenue Association to work toward preserving the city's railroad commuting facilities. The group will work directly with the railroads involved. Its aim: to create an "equitable balance" between transportation services and their users.

The merger study announced last month by the Seaboard Air Line and Atlantic Coast Line will be conducted by Coverdale & Colpitts of New York, and Wyer, Dick & Co. of East Orange, N. J.

Fourteenth Shipper Seminar of the Freight Loss and Damage Prevention section of the Operating-Transportation division, and the Container and Loading Research division, of the AAR will feature lectures and demonstrations on the proper preparation of freight for shipment, and the loading and bracing of freight in cars. The Chicago seminar is slated for Oct. 27-31.

Development and prosperity are ahead for Canada, CNR's vice president and general manager, D. V. Gonder, told the Saint John, N. B., Rotary Club. Mr. Gonder said that he believes the CNR will advance with the nation. "We are building for a greater, not a smaller future," he said.

A sharp decline in traffic from August 1957 levels for intercity common carrier truckers during August 1958 is attributed to the 11-state West Coast Teamsters' strike. Pacific region truckers had a 51.8 per cent drop in traffic, while Rocky Mountain truckers had a 40.1 per cent loss. The strike lasted from Aug. 11 to Sept. 19. Truckers elsewhere recorded only a 3 per cent traffic loss in August.

The International Assembly of Transportation Department YMCA's will hear addresses by AAR President Daniel P. Loomis and George M. Harrison, president of the Brotherhood of Railway Clerks, in Washington Nov. 5-7. Theme of the meeting, which will be held at the Mayflower Hotel, will be "Designing for Values."

A sharp increase in international traffic and revenue is reported by Railway Express Agency. Revenue for the first seven months of 1958 climbed to $2,178,659 from $225,126 for the corresponding period in 1957. Shipments for the same period in 1958 rose to 58,525 from 16,768 in the preceding year.

Republic Steel Corporation is planning construction of a half-mile-long conveyor belt system at Cleveland. The conveyor will span the Cuyahoga River (at a height of 100 ft) and transport coke between Republic's No. 1 coke plant and four blast furnaces. According to the company, the system will cost about $2,000,000, and will speed coke movement and eliminate the need for acquiring new hopper cars as older cars are retired.

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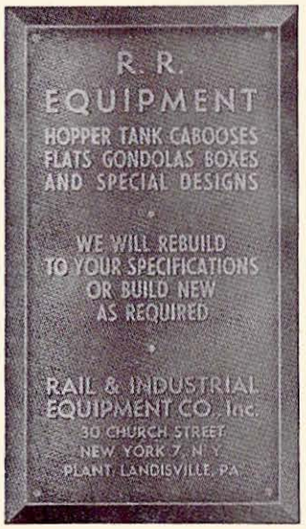

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'Tomorrow's Railroad'—How Soon?

A spectacular upswing in the quality and economy of railroad service is in the making.

As you have seen in preceding pages, this improvement isn't just something on the drawing boards. The physical means to attain it are already fully developed and in operation, here and there.

All that's needed is to provide for the widespread and rapid application of these methods and machines. The result will be the best and most economical transport service ever known.

No industry is more energetic than the railroads in adopting improved technology—to the very limit of their means. Note how rapidly the railroads dieselized. They completely revolutionized their motive power in not much more than a decade. Recall the scale on which passenger service was streamlined, in the latter half of the thirties. And the railroads made that improvement when almost a third of the country's railroad mileage was in bankruptcy. Railroads were the pioneers in air-conditioning—remember?

With the railroads, it's all a question of finding the money to invest. In the past few years, this question has been a most difficult one. Inequitably regulated and taxed, the railroads have suffered from severely reduced earnings. They saw an increasing volume of their profitable traffic diverted to transportation agencies enjoying governmental promotion. With poor earnings and impaired credit, the tempo of the railroads' program of improving their plant and equipment inevitably slowed down.

THE TIDE TURNS

But the tide turned this past mid-summer, with the enactment of the Transportation Act of 1958. By this legislation the railroads were given (they believe) greater freedom to price their services competitively. Some of the railroads' most troublesome free-wheeling competitors (for example, "buy and sell" truck haulers) were brought under some measure of regulation. The 3% excise tax on freight traffic was repealed.

Then, along came a bumper wheat crop—giving a major boost to freight car loadings. And, in recent weeks, there's been a modest but highly welcome upturn in the general level of business.

All these things are helping earnings—hence giving the railroads additional means to speed up the day of "Tomorrow's Railroad."

But all these steps, although in the right direction, are not enough—when you bear in mind from previous pages in this issue how much still remains to be done before all parts of railroad plant are made as good as the best.

GETTING TAX EQUALITY

For instance, there's the great big problem of getting railroad passenger facilities on the same basis with the tax collectors as air transport facilities. In Chicago municipal authorities are planning station improvements which would not be taxed or require private financing. In the New York area, railroads seem to be gaining public acceptance of the principle, forcefully publicized by President Perlman of the New York Central, that the expense of commuter transportation—to the extent that the service cannot be made self-supporting—is a community responsibility. This doctrine is also making headway in Boston and Philadelphia, thanks to the continued educational efforts of the railroads serving those cities.

SHRINKING THE PASSENGER DEFICIT

By these and other means, the coming year should see real progress in getting the "passenger deficit" under control—and this without sacrificing the quality of passenger service, where genuine demand for it continues. And the demand does continue in many places, as many railroads —especially in the West—are taking pains to find out. No other one accomplishment would do so much to assure the quick arrival of "Tomorrow's Railroad" as eliminating the passenger deficit.

There are a lot of other things needed, too. One is an emergency supply of capital, with fewer strings attached to it, than the present government guaranty fund of $500 million. Another is application of compensatory charges for the use of transportation plant provided by government. Modernization of working rules of railroad labor; equality of promotional effort by government for all agencies of transportation; still greater railroad freedom in making competitive rates; repeal of the 10% excise tax on passenger fares—all these are goals which, when attained, will help "Tomorrow's Railroad" become an actuality.

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It's an old story—and a bad way to begin a trip. When the yard crew went to connect the portable power unit to this man's car, they found the power cable defective. Result—no standby power, no air conditioning. Once the train gets under way he'll begin to cool off. But it'll take a long time. Those cars really heat up standing in the yard on a hot summer day.

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This "next great step in railroading" (see advertisement at right) would eliminate the biggest cause of freight train delays—the hot box problem.

But there was an obstacle—sharing "Roller Freight" in interchange. Why should a railroad spend extra money for roller bearings when other railroads would share the benefits?

Sharing benefits was nothing new to the railroads. Interchange itself is the prime example. And by putting "Roller Freight" in interchange they're working together to give you still better service.

"Roller Freight" eliminates the hot box problem because Timken bearings *roll* the load, don't slide it as friction bearings do. And "Roller Freight" speeds your shipments through terminals. Inspection of Timken bearings takes just a touch for temperature—cuts terminal bearing inspection time substantially.

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